The New-York Times.

VOL. XXII.....NO. 6616. NEW-YORK, MONDAY, DECEMBER 2, 1872.—TRIPLE SHEET. PRICE FOUR CENTS.

WASHINGTON NEWS.

Probable Congressional Action on Mr. Greeley's Death.

Opposition to the Civil Service Rules Cropping Out.

Mr. Sumner Adds Valuable Relics to His Collection.

Pursuit of a United States Senatorship Under Difficulties.

Comparative Statement of Estimates for Several Years.

NOTES FROM THE CAPITAL.

Members of Congress—Civil Service—The Northern Pacific Commissioners' Report—New Treaty with Mexico Proposed—Sumner Summoned—The North Carolina Senatorship.

Special Dispatch to the New-York Times.

WASHINGTON, Dec. 1.—A quorum of both Houses will be present at the opening of Congress to-morrow. All the prominent men of either branch are now here, or will be in the morning. Among the arrivals today are Mr. Dawes, Gen. Banks, Gen. Ketcham, Mr. Wheeler, Mr. Morrison, Mr. Robeson, and others. There is very little preparation of business for the session in either House. Nothing beyond reading the Message will be attempted to-morrow, probably. The Message itself is somewhat longer than last year, and will occupy a little over an hour in the reading. There is a probability that the House, if not the Senate, will pass resolutions of respect for the memory of Mr. Greeley, and that this tribute will come from the Republican side, and be based upon a recognition of the fact that he was so recently a candidate for the Presidency, on receiving the votes of nearly 3,000,000 of American citizens, and also upon his great services in former years to the cause of humanity and freedom. Gen. Jos. R. Hawley will probably be the only new member sworn in to-morrow. He will be assigned to duty on the committees on which his late predecessor, Hon. Julian Strong, served. The most important of which is the Committee on Claims. Gen. Hawley is very cordially greeted here by his very large number of friends.

THE CIVIL SERVICE.

Some Western members who have arrived express dissatisfaction with the civil service outlook. They insist that it is impossible to maintain party organization if such a system is to be inaugurated. They go so far as to say that the late campaign in their part of the country, and especially in Illinois, was, to a large extent, conducted on the basis of opposition to the civil service technicalities which were alone supported by the "Liberals," and they claim that the verdict of the ballot is against the system. Some are so radical in their opposition as to declare that they will use their best endeavors to prevent the operation of these rules in future appointments which require the confirmation of the Senate. It is not unlikely that legislation more specifically defining and limiting the civil service regulations will be attempted early in the session.

THE NORTHERN PACIFIC.

The Northern Pacific Railroad Commissioners will present their report to Congress on Tuesday next. The Commission examined 200 miles of road. It is understood that the report will be favorable to the road. If adopted by Congress, the Northern Pacific will obtain title to its first lands. It is understood that Jay Cooke & Co. will make a public statement of the financial condition of that road during the coming week.

THE CHICAGO CASE.

It is denied, both at the Executive Mansion and Internal Revenue Bureau, that there have been any attempts to secure the removal of Gen. Webster, United States Assessor at Chicago. The Chicago representatives here disclaim any knowledge of such intention.

PROPOSED NEW TREATY WITH MEXICO.

The report that a new treaty has been signed between the Mexican Government and our own which extends the life of the Mexican-American claims for two years, refers to a convention for such a treaty, and not to the treaty itself. Before the treaty can be concluded this Convention must be ratified by the Congresses of the respective countries.

MR. SUMNER.

Friends of Mr. Sumner, who have met him since his return here, say that his health is very much improved, and they think it he will follow the advice of his physician and refrain from very active labor in Congress this session, he will regain his former vigor. He is represented as having the intention to follow such a course. He is in good spirits, and told a friend today that from the time he sailed from Boston till his return he did not know an American newspaper. He knew nothing of the history of the canvass, except in a general way, and should not attempt to complete his information on that subject. He brought from Europe, to add to his rare collection, the Bible John Bunyan had with him in Bedford Jail. He also brought a valuable Robert Burns autograph.

SOUTH CAROLINA SENATORSHIP.

Some of the friends of William J. Graham, a candidate for the Senatorship in South Carolina, to succeed Mr. Robertson, ex-Rebel, disabilities, by reason of having been a member of Congress who resigned to cast his lot with his State when it went into the Confederacy, telegraphed to Senator Robertson, Chairman of the Senate Committee on Removal of Disabilities, to inquire whether, if Mr. Graham should be elected to the United States Senate, Congress would remove his disabilities. Mr. Robertson answered, in substance, that North Carolina would be quite safe in electing a Senator who had no disabilities. He was not at all inclined to commit himself in favor of any proposition concerning amnesty for Mr. Graham. It is noticed, from the telegraphic reports, that he is not receiving any votes. This is one of the many indications that the old proscription party of the South is broken down. Republicans arriving from the South recognize the rapid growth of a new era of political feeling in that section.

CULTIVATION OF TEA.

A little bag of tea seed and a larger quantity of soil, in which the tea plant grows, has been received at the General Land Office. It comes through the Consulate General at Shanghai, China, and is in response to a request of the Tea Commissioner Wilson in 1870. The soil will be subjected to analysis, with a view of discovering whether any land in the United States is adapted to the culture of tea.

Dispatch to the Associated Press.

WORKS IN GOVERNMENT SERVICE.

Postmaster-General Creswell has addressed the following letter to the Director-General of Posts, France.

POST-OFFICE DEPARTMENT,
WASHINGTON, D. C., Nov. 27, 1872.

SIR: I have the honor to inform you, in answer to your inquiries made in your letter of the 15th instant, that the number of persons employed in the Post-Office Department of the United States is not large, and probably does not exceed 300 in all. Each employé is selected for his peculiar fitness for the duty he is to perform, being subjected to the closest scrutiny by the officers holding the office of postmaster at each place. The number of clerks in the General Post-Office in Washington is about 60, and several of them have been employed for a number of years. The highest salary paid to any clerk is $2,000. The number employed in the General Postal Department, at Washington, as superintendents, &c., is fifty-three out of a total clerical force of 300. The whole number of persons employed in the United States in and now connected with the Post-Office Department, the various lines of steamers being carried on by it, by private corporations, and, therefore, I am unable to show what number of women are employed in that service. I have further to inform you, in answer to your inquiry on the subject, that the women employed in the postal service of the United States discharge the duties of their respective positions to the general acceptance of the Department, and it is proper to state that there is a growing public sentiment in the United States favoring the employment of women in clerical and other minor positions in the civil service, the duties of which can be as appropriately and satisfactorily discharged by women as by men. I am, very respectfully, your obedient servant,

JNO. A. J. CRESWELL,
Postmaster-General.

To the Director-General of Posts, &c., &c., &c., Berlin, Prussia.

GEN. FOSTER'S RESIGNATION.

Gen. Horace Porter having accepted the Vice-Presidency of the Pullman Palace Car Company, the following correspondence has just been taken place between Him and President Grant:

WASHINGTON, D. C., Dec. 1, 1872.

MY DEAR GENERAL: The presidency which I resigned to enter into business in civil life, is of course attended with many inducements, and I cannot help feeling that in rejecting it I should do a wrong to my family and an injustice to myself. I have, therefore, decided, with your approval, to accept the vice-presidency of the Pullman Palace Car Company. It is but necessary for me to assure you of the extreme reluctance with which I bring my mind to consent to sever relations which have so long existed, and the memory of which I shall always regard as the most cherished recollection of my life. For many years it has been my pride to be able to say that I shall be connected with those qualities which a grateful people have generously recognized by a bestowal of the highest offices within their gift. I feel confident that a continued exercise of these qualities will secure for me a reward commensurate with the feelings of the profoundest gratitude and esteem. I shall always remain your obedient servant and devoted friend,

(Signed,) HORACE PORTER.

To the President.

EXECUTIVE MANSION,
WASHINGTON, D. C., Dec. 1, 1872.

MY DEAR GENERAL: Your letter of this date, notifying me of your desire to quit the public service, to accept a more advantageous position in civil life, and to sever long existing official connections between us, is received. It is with regret also on my part that our official relations have to cease, though I shall be glad to have that connection terminate with honor to you. I shall part with you from the post you have my hearty congratulations that you have received so favorable an appointment. Your services in time of war and since the close of peace have been of such a character as to entitle you to the confidence of every man, whether in civil or military life, and in a civil capacity I have seen of no subordinate I esteem more highly than yourself. Your official relations with me, as well as your personal relations with you, as you have expressed them, have been of the most pleasant character, and I part from you with personal regret. My best wishes go with you for your success in life and for the continued health and happiness of yourself and family. With great respect, your obedient servant,

U. S. GRANT.

To Gen. HORACE PORTER, United States Army.

GOLD SALES AND BOND PURCHASES.

The Secretary of the Treasury has authorized the Assistant Treasurer at New York to purchase one million of bonds each Wednesday and to sell one million of gold each Saturday during the month of December.

THE APPROPRIATIONS.

The House Committee on Appropriations, which has been in session for two weeks past in preparing the Legislative, Executive and Judicial Appropriation Bill, the Indian Appropriation Bill, the Consular and Diplomatic Bill, the Pension Bill, and Post-office Appropriation Bill, which will be reported to the House early this week.

THE ESTIMATES.

Heads of the Appropriations Lead Makers of the Committees of Congress.

WASHINGTON, Dec. 1.—The estimates for appropriations were completed and transmitted to the two committees of Congress, in print, today. The book edited by Charles F. Conant, is printed in quarto form, and covers 314 pages. It is divided into thirteen titles, as follows: Civil establishment, foreign intercourse, military establishment, naval establishment, Indian affairs, pensions, public works, postal service, miscellaneous, permanent, appropriations, recapitulation, appendix, index. The index is very elaborate and carefully prepared, and the details are minute and systematically arranged. The work was done at the Treasury printing-office in the Treasury Department, and the beauty of its typography reflects great credit upon the Superintendents of that office. The following recapitulations compare the estimates for 1873, estimates for 1874, and the appropriations for 1873 by titles and by departments:

TOTAL RECAPITULATION BY TITLES.

	Estimates for 1873.	Estimates for 1874.	Appropriations for 1873.
Legislative establishment	$2,471,813 00	$2,775,374 00	$2,252,072 00
Executive establishment	16,417,401 20	17,139,201 99	16,118,202 00
Judicial establishment	2,328,250 00	2,587,000 00	2,283,250 00
Foreign intercourse	1,422,500 00	1,264,484 84	1,422,500 00
Military establishment	46,445,000 00	50,108,720 16	44,230,720 16
Naval establishment	21,540,677 97	21,760,977 29	21,532,262 97
Pensions	30,450,000 00	30,000,000 00	30,450,000 00
Public works	19,660,287 77	20,282,287 77	19,660,287 77
Indian affairs	4,476,000 00	4,460,000 00	4,476,000 00
Miscellaneous	11,681,741 45	9,668,374 93	9,662,696 83
Permanent appropriations	15,961,527 50	17,961,908 50	15,961,527 50
Unappropriated receipts, extraordinary			427,486 00
Total	201,705,199 89	208,523,234 27	204,414,422 24

TOTAL RECAPITULATION BY DEPARTMENTS.

	Estimates for 1873.	Estimates for 1874.	Appropriations for 1873.
Congress	$2,796,063 20	$3,362,574 99	$2,735,272 00
Legislative	2,254,247 84	2,253,243 84	2,252,072 00
Executive proper	25,000 00	25,000 00	25,000 00
State Department	1,483,124 00	1,488,374 00	1,377,224 00
Treasury Department	171,182,971 89	176,784,771 42	173,488,369 74
War Department	23,324,022 85	23,409,818 29	23,241,722 74
Navy Department	20,583,691 85	20,641,091 15	20,583,191 87
Interior Department	29,084,413 97	27,429,227 19	29,284,204 19
Post-office Department	6,677,742 00	7,227,104 00	6,262,423 00
Department of Justice	3,008,270 00	3,008,090 00	3,008,090 00
Department of Agriculture	196,510 00	294,561 00	196,240 00
Grand total	261,705,199 89	268,523,234 27	264,414,422 24

The estimates for 1874 are in excess of those for 1873, but almost the whole of this will be found in the items for public works, which is increased over $16,000,000. The probabilities are that this increase will not be granted, and that the aggregate appropriations for 1874 will be reduced below the amount appropriated for 1873.

A COMPLICATION.

The Democratic Electoral Vote—For Whom Shall it be Cast?

Special Dispatch to the New-York Times.

WASHINGTON, Dec. 1.—The death of Mr. Greeley gives rise to a very grave complication in the Electoral College, not one affecting the result, of course, but one without precedent in the history of this country. The Electors in the several States are required by law to meet on the first Wednesday of December, at the capitals of their respective States, when they are expected to cast their votes for that candidate who has received the vote of the State which each set of electors represents. The question arises what will the electors representing the States of Georgia, Texas, Missouri, Maryland, Kentucky, and Tennessee do. They cannot, of course, cast their votes for Mr. Greeley. The question as to what they will or can do gives rise to a very wide range of speculation. Some suggest that as Mr. Adams was next highest in the nominating Convention he is the proper person to vote for. But this is doubtful, and the most rational conclusion is that electors in the States named will cast their votes for President as blanks. If there was time, doubtless the National Committee of the party which voted for the deceased Presidential candidate would be convened together and suggest a substitute. But here, again, arises another complication. Who is to decide when a vacancy occurs—which committee, and there certainly is not time to decide even a preliminary question as to the law regulating the cases of the Electoral College to be cast in the several States, before the first Wednesday of December, and they are finally counted by Congress in joint session on the first Wednesday of February. It is suggested that by voting for Gen. Grant the difficulty may be averted, and then a new election be ordered.

Who Shall it be Then?

Special Dispatch to the New-York Times.

BALTIMORE, Md., Dec. 1.—Since the death of Mr. Greeley a number of telegrams have been received in this city, inquiring how the Electoral College of this State will cast its vote for President, and expressing anxious fears that the vote of Maryland may be lost to the Democratic party in the vote by electors in the States electing the Democratic and Liberal tickets. The electors for Maryland will have a meeting to-morrow night and decide. The substitute is composed of Rev. Octavius and Gen. Elbert, ex-Gov. Bradford. The importance attached to the vote to be cast on Wednesday seems to be the bearing it may have on a succession four years hence. Hendricks' name is proposed in all telegrams received here. It is suggested the National Democratic Committee should express its opinion.

WINTER AND ITS DISASTERS.

Closing Lake Navigation—Ice in Lake Erie.

CLEVELAND, Ohio, Dec. 1.—The propellers James Fisk, Jr., and Castalia left this port yesterday afternoon for Chicago and Detroit, but were compelled to return after lying all night in the ice, which was from four to six inches thick. The James Fisk, Jr., had a hole stove in the bow.

ROCHESTER, N. Y., Dec. 1.—The ice in the canal is now three inches thick, and closes up the channel. A boat belonging to Hon. Hamilton Fish was stove in yesterday by floating ice, at the Brighton Locks, near this city, and was sunk. The loss is about $1,000. Ice breakers are moving through the canal to keep the channel open for navigation to-night.

UTICA, N. Y., Dec. 1.—The canal is frozen two inches thick. Almost all the loaded boats hauled eastward Saturday, and are now to the east of the Frankfort Lock.

The Storm Last Night.

Storm prognostications were numerous yesterday, and it was a common saying in street-cars, stages, at church, home, and upon the sidewalks, "It feels like snow." The air had just relaxed enough of its chilliness to allow the ice to melt slightly upon the pavement and house-tops, but withal there was a suspicious moisture prevalent, which, to the practical observer, indicated the coming of a snow storm. At 9 o'clock last night the expectations of the weather prophets were realized, for a snow-storm did come. It started first in flakes, large, sometime, and plentiful; it changed to sleet, and the wind drove it along through the streets, into window crevices, gutters, and hydrant openings. Pedestrians were blind and bewildered, and drove pedestrians to their homes. It chilled the beggar's body, treated his tatters, put white patches in the rents of his clothes, and caused him to ride in convenient areas. Then the sleet turned to rain, and tormenting over, as it were, to the earth of its persecutions, it made the sidewalks and pavements slippery and dangerous.

A Wrecked Schooner.

An unknown schooner, lies sunk off at the point of Sandy Hook. Two of the crew, who were clinging to the rigging, were taken off by a pilot-boat; the rest supposed to be lost. Her raw boat is alongside bottom up, the forecastle housed, mainmast torn or about ten feet below the rail. Has the appearance of having been run into.

Blocked up the Canal at Marlboro—Closing of Navigation.

BANGOR, Me., Dec. 1.—Brig Summer, of St. John, N. B., struck on Seal Rock, Quoddy Head, on the 27th ult. She backed off and sunk. The crew were saved. The brig was new, and was bound to Cuba, with 544 tons of coal.

Navigation of the Penobscot to this city is doubtless closed for the season. The ice stopped in the river today, but started this afternoon, and the river is full of running ice. But one vessel remains in port completing her cargo, and she will probably get away to-night. The steamer Katahdin ran up last evening, and went below today.

Collision at Sea.

PROVIDENCE, R. I., Dec. 1.—The steamer Osprey, from this port for New-York, was run into by a schooner during a snow storm on Thursday morning, near Execution Rocks, and had the pilot-house carried away by the jibboom of the schooner, which was from Southern Pines, laden with lumber, and sunk by the collision.

It is snowing here to-night.

Closing of Navigation on Lake Champlain.

BURLINGTON, Vt., Dec. 1.—The Champlain Transportation Company's steamers went into Winter quarters today. The Adirondack left Whitehall last evening with a large cargo of freight, and, after breaking the ice for a great distance, reached here at 6 A. M. The steamer A. Williams still makes trips between this port and Plattsburg.

The Signal-Office Weather Report.

WASHINGTON, D. C., Dec. 2—1 A. M.—The barometer is low in the North-west and over the lakes and thence to the Ohio Valley, with north-westerly to south-westerly winds, occasional snow on the lower lakes and increased temperature; in the Gulf and South Atlantic States, partly cloudy weather, southerly winds, and increasing temperature; in the Eastern and Middle States, southerly to westerly winds, low pressure, warmer and threatening weather, with snow, hail, sleet, and rain.

PROBABILITIES.

In the North-west and the upper lakes and thence to Missouri and Kentucky north westerly and south-westerly winds, increasing pressure, colder and cloudy weather, occasional light snow; in the Gulf and South Atlantic States, southerly to westerly winds and low barometer, cloudy weather, and occasional rain; on the lower lakes and Ohio, the Middle and Western States, south-easterly to south-westerly winds, higher temperature, cloudy and threatening weather, with occasional snow and hail. Warning signals continue at Duluth, Milwaukee, Chicago, Grand Haven, Detroit, Toledo, and Cleveland, and are ordered for New-York, Cape May, and Baltimore.

THE WEATHER IN THE EVENING.

The Signal Office reports that at 8 P. M. yesterday it was snowing at Oswego, Rochester, Buffalo, Cleveland, Toledo, Detroit, Pittsburg, Indianapolis, Toronto, and Kingston, and raining at Cincinnati, Louisville, Nashville, and Montgomery. At 11 P. M., it was snowing at Boston, Montreal, Burlington, Oswego, Rochester, Albany, Thermidrugs, Worthington, Pittsburg, and Omaha, and sleeting at Baltimore, Philadelphia, and New-York.

City Meteorological Report.

The following record will show the changes in the temperature, yesterday, with the average for the same, as indicated by the thermometer at Dickinson's drug-store, No. 3 Park-row: 3 A. M., 17°; 6 A. M., 18°; 9 A. M., 21°; 12 M., 26°; 3 P. M., 30°; 6 P. M., 31°; 9 P. M., 30°; 12 P. M., 30°. Average temperature yesterday, 27°.

OBITUARY.

Mrs. Mary Fairfax Somerville, Mathematician and Astronomer.

Mrs. Mary Fairfax Somerville was the daughter of an officer of the British Navy, who had married a Scottish lady, and was born about 1780, near Edinburg. She was taught Greek and Latin, and cultivated music and painting. It was not until after her first marriage that she began the study of the exact sciences. Her husband took pleasure in encouraging the extraordinary aptitude she manifested for science, but the pupil very soon outstripped her preceptor. Becoming a widow, she left Scotland to live with her daughter in London, and there she married Dr. Somerville, and under the new name became celebrated. She became a member of the Royal Astronomical Society of London in 1835, and received a pension of £200 a year. Soon afterward established herself with her family in Florence. Lord Brougham intrusted to her the duty of preparing for the *Library of Useful Knowledge*, an abridgement of Laplace's *Mecanique Celeste*, but proving too voluminous, her task was published separately, under the title of *Mechanism of the Heavens* (London, 1831). Subsequently she published *Connection Between the Physical Sciences*, (London, 1834,) which reached the eighth edition in 1858. She also prepared a short exhibiting all the physical phenomena on a plan of great originality, and a treatise on Physical Geography, in 1848. In 1849 she published *Molecular and Microscopic Science*, in two volumes, in which, instead of a narrow view of isolated facts, she presented an interesting scientific history of the globe. Mrs. Somerville's demise is announced in a telegraphic dispatch from London, which we print this morning.

Wife and Child of Late.

LOUISVILLE, Dec. 1.—Early this morning a coroner on the outskirts of the city, deceased by a family named Akster, consisting of the mother and seven grown-up sons and daughter, sought their beds. The mother was in a drunken stupor, her room a nauseous, over night. The daughter was burned to death in bed, and the mother was so badly burned that she is not expected to live.

HORACE GREELEY.

Tributes of Respect to His Memory in the Churches.

Preparations for the Funeral on Wednesday—Sinking Scenes of the Residence of Mr. Sinclair—Crowds Anxious to Look Upon the Dead.

The remains of Mr. Greeley arrived at the Grand Central Depot, from Pleasantville, late on Saturday night, and were immediately removed to the residence of Mr. Samuel Sinclair, No. 40 West Forty-fifth-street. The body, which was dressed in a full suit of black, was inclosed in a massive rose-wood casket, with silver mountings. Mr. Sinclair, after advising with Mr. Greeley's friends, determined not to place the body on view yesterday, the necessary preparations not having been made to admit the public. At an early hour in the forenoon visitors commenced to call at Mr. Sinclair's residence in great numbers, but were politely refused admission. Friends and sympathizers of the family, who were anxious to look on the features of the distinguished deceased, made their way toward the brown-stone mansion on Forty-fifth-street, having been misled by the erroneous statements in one of the morning papers to the effect that the remains of Mr. Greeley would lie in state all day yesterday for the accommodation of the public. They went away disappointed.

Among those who called were a very large proportion of fashionably-dressed ladies, many of whom had come great distances. The stream of visitors at length grew so great that Mr. Sinclair's domestics had begun to fear less they could not keep them from entering the house, and a messenger was dispatched to the adjoining station-house for a police officer. The officer was stationed at Mr. Sinclair's, and received instructions to admit nobody inside the railing except Mr. Sinclair's immediate friends. The officer experienced an active time sending away the numerous visitors. He was interviewed in a merciless manner, especially by the ladies, who wanted to know all about the funeral arrangements, and when and where they could see the body. The officer was the centre of groups of people, asking different questions relating to the deceased.

The remains of Mr. Greeley will be removed to Dr. Chapin's Church, on Forty-fifth-street and Fifth-avenue, this morning, where they will remain all day in view for the public, and at 10 o'clock the funeral services will be held.

The Funeral.

The Board of Trustees of the Tribune at their meeting on Saturday afternoon, appointed a committee, consisting of Mr. Samuel Sinclair, Mr. Whitelaw Reid, and Mr. Cleaveland, to take entire charge of the arrangements for Mr. Greeley's funeral. They decided yesterday that the final ceremonies over the remains should take place on Wednesday morning next at 11 o'clock. The religious services are to be held at the Church of the Divine Paternity, Rev. Dr. Chapin officiating. No special invitations to societies or individuals will be issued, although it is understood that several organizations are already taking the necessary steps for attending the funeral services in a body. The Union League Club, the Farmers' Club, the Liberal Club, the Typographical Society, and other societies have announced their intention of attending. The occasion will undoubtedly draw together a large assemblage of citizens.

Action of the Arcadian Club.

At a special meeting of the Executive Council of the Arcadian Club, held yesterday, the following preamble and resolutions were adopted:

Whereas, The Arcadian Club is again called upon to mourn the loss of another leader in American journalism, and that within so brief a period after the demise of the prominent journalists of New-York, James Gordon Bennett; and

Resolved, That in the death of Horace Greeley, the founder and editor of the New-York *Tribune*, the members of the Arcadian Club recognize in common with their fellow-citizens the necessity of paying a proper tribute to the memory of a good, true, and upright man; and especially deplore his loss to a profession which his integrity and adherence to principles so ennobled; and

Resolved, That not since does journalism sustain a loss in his death, but that, as the defender of the oppressed and the friend of common humanity, his name will be a loss to all of those who sympathize with the better instincts of mankind.

Resolved, That the Executive Council and the members of the Arcadian Club attend the funeral of the deceased in a body.

HENRY G. STEBBINS, President.
GEORGE W. HOWE, Recording Secretary.

Discourse by Rev. Dr. Chapin, at the Universalist Church, Corner of Forty-Fifth-Street and Fifth-Avenue.

Rev. E. H. Chapin, Pastor of the Universalist Church, corner of Forty-fifth-street and Fifth-avenue, preached yesterday morning from John xiv., ix: "He that hath seen Me had seen the Father." The reverend gentleman's discourse was directed to prove the probability of divine inspiration in God's dealings with man, and in this connection he referred to the spirit of faith, of humanity, and justice which inspired a lately deceased member of their society. More competent tongues and pens than mine, he said, will delineate the life, will illustrate the characters, will write the obituary of Horace Greeley. His name will be pronounced with reverence and love and sorrow by quivering lips from various points of thought and action. For it was a peculiarity with this man that he filled many circles of human interest and exerted potent influence, though there and the homes and the hearts of those who knew him best will keep his acts and words in tender freshness. The political world, whether in accord or in opposition to his own peculiar views, will lament an honorable laborer; the workman, his guide, fellow-workman, who labored by his side, for his cause. The freedmen of the land will not forget him until they forget the record of their scars and of their chains. A thousand monuments rise to his memory. There is not a noble and kindly work of man that will not feel his loss, and send back a cone of regret. And the great nation, which, when passion has ceased and temporary excitement is over, has a just and generous opinion, will fix his place among its truly good and great men. I say, then, he does not need any elaborate eulogy from me, but there is one point upon which I may speak. Mr. Greeley was one of our own household in faith. This was his chosen place of worship. We shall miss him more as one of the familiar associations with this Church and Society for twenty-five years. Looking through the vists of that time to this, I recognize him as one of my earliest, longest, dearest friends. We shall miss him here as we shall miss a portion of this building, if it should ever pass away. Death no more, he was here a faithful, humble worshiper. He was not merely a pew-holder, or a hearer, he was a sympathetic co-worker. His was no holiday faith, worn for a time for a purpose; it was outgrown of many as the earliest ingrain convictions of faith, and of his love. He commenced at popularity, as we would have concealed it as many others did, for, although this is a faith-ful people, in a worldly and superficial sense, it is not a popular faith. But with him a conviction was only an obligation, and firmly and he clung to it, and expressed it as his large and honorable mind could not speak any sectarian limits. This was his conviction, and I do not claim too much when I say that the peculiar character of his work, his large-hearted humane-ness of humanity came from his very faith in God, and his belief in man's salvation. And so it was his inspiration in life, and then in death, when weary and worn with life's conflict, he must down, and felt and knew that all his life was over; the last utterance was one of simple faith and trust to be forgiven, a peaceful victory. We listen to the dying words of great men, and generally they are full of regrets. I don't know that I ever heard words so simple, so grateful, so grandly triumphant as those last words of Horace Greeley. "I know that my Redeemer liveth." Then is victory for life; that is power over death. It may not be a proof of Christianity, but after all, because Horace Greeley did not refer to his faith in his weakness, he expressed it in his dying hour. And after all remember that it is not stately philosophy, it is not your scientific reasonaments, it is not your superficial worldliness that make death look upon as a Father's arms, and the world grasps dark; it is the simple faith of Christ. And he who can say, "I know that my Redeemer liveth," is strong in the assurance of God, strong to do the work of the world, and strong in the belief that the work can be done by Him, for "he that sees Me," says Christ, "hath seen the Father."

Henry Ward Beecher Discourses on "A Broken-Hearted Man."

An immense congregation filled every part of Plymouth Church at evening service, yesterday, and every one seemed to expect that something about Mr. Greeley's death would be said in the sermon. But Mr. Beecher only made a passing allusion to it. Taking for his text, St. Luke, sixteenth chapter, and part of the eighth verse, "For the children of this world are, in their generation, wiser than the children of light." Mr. Beecher showed that men ought to work in spiritual matters with the same determination and foresight as they did in trade and commerce. It was time to think of these things, he added in a low tone and with much feeling, when the pall of death hung over the community, and the thoughts of the good of the community. He who had gone successfully through a stormy life, who had grown to be an old man, would have grasped a worldly, but pertaining honor, not lawfully; he grasped at it, fell below it, and died broken-hearted. "Let it be written of him that he died a martyr to political times," he said, and who sought the good of the community. If ever a man died broken-hearted, he did. By and by, when the excitements of the time has passed away, we shall say many things of him which is not the time and place to say now. Death is in prompt claim of a debt. We see death, we recognize it, we temporize, but the wires are not the good. It spreads its pall over all, and makes us to see the fallibility and uncertainty of life. Live so wisely that when your work is done and when your hands shall be folded, the gates shall open to you, and the children of light shall receive you into your Father's house."

There was a peculiar impressiveness in Mr. Beecher's manner, which affected his auditors visibly.

Discourse by Rev. Dewitt C. Talmage—A View of Mr. Greeley's Life.

At the Brooklyn Tabernacle last evening a large congregation assembled to hear Rev. Dewitt C. Talmage on the subject of "Horace Greeley—living and dead." Taking his text from Zachariah, eleventh chapter and second verse, "Howl, fir-tree, for the cedar is fallen," the speaker said: Horace Greeley is dead! The caricaturists drops his pencil, the writer his pen, the merchant his yard-stick, the child its toy, to sound his eulogium. His success depended on his own unaided efforts, and was conquered by his indefatigable will. See him in Vermont with his paternum æs, and questing dress, helping his father to derive a sustenance from a wretched soil, and who will say that he was unfitted to write *What I Know About Farming*. Look at him coming to the City on the Albany boat, a printer boy, and subsequently seated in the highest journalistic chair in the world, and say that you have no chance. Every sound man enters life with a capital of $100,000. You may ask me to prove this. Your right arm is worth $5,000; your left arm, your right leg and your left leg are each worth that amount. Capital of $30,000 to start with. Your mind is worth at least $20,000, for would you consent to live in Bloomingdale for even a limited time for that amount? Your immortal soul is worth the remaining $50,000, and you there are young men within sight of Fulton Ferry who expect to make them. Look, make yourself! Columbus was a weaver, Hall a soap-maker, Arkwright a barber, the learned Bloomfield a shoemaker, Æsop a slave, Hogarth an engraver of pewter pots, Saxins the V. a swineherd, Homer a beggar, and Horace Greeley started life in New-York with $10 75 in his pocket, just as well off as if he had the round $11; but there are a great many young men waiting for the twenty-five cents. People say it was his success. I say many have got as far as being bad penmen and wearing slouched hats, but they have not been Horace Greeleys. In England, they used to wear large collars, but they worn not Byrons. It was not eccentricity that made Horace Greeley, but hard work and just common sense. A warning from Providence to all brain-workers. In the private scale of the lecturer Mr. Greeley said that he had not had a good sleep in fifteen years, and when asked why he was in the habit of writing with his arm at such an elevation, replied: "Why, he had a great amount of work to do, and could not have the infant compressed. During the late war, and subsequent to it, he might be seen on the railroad-cars, fastening to meet an engagement to lecture, and at the same time he was busy in the preparation of material for history, and ponderous editorials, any one of whom would be occupation enough for any man. And yet people will be found to say that disappointment has caused his death. The lecturer did not believe it, unless indeed that it was the last straw that broke the back of the camel. A man with his great degree of development, and philosophical intellect could not succumb to a reverse of fortune. The inference is that too much work is bad, and the reverend gentleman took occasion to remonstrate with his brethren of the literary world on their excessive labor. The money that a man makes out of midnight toils is paid for in blood and tears. Genius goes into the artists' studio and the rooms of editors, and tempts them to increased labor. Then, when their health is broken down there is sarcastic congratulation. In the language of the railroad it is necessary to slow up. In all editorial rooms let there be warning. Then the words of Rufus Choate, Henry J. Raymond, and Horace Greeley. The death of the last-named is a national calamity, and it is surprising to observe with what unanimity all classes have sympathized in the great loss the country has sustained. The storm of reproach and vituperation is hushed when his head is laid low. Funeral on Wednesday or Thursday next, when the nation follows the remains of Horace Greeley to the grave, the distinction of Republican and Democrat will not be recognized. Every State will vote for him now, and the electoral college of the world will pronounce him President of the Republic of the United States for the last twenty years. We are all brothers, and as children become reconciled over the coffin of a parent, so the great political parties will now grasp hands across the sepulchre of the illustrious dead. A loving daughter could not hold him back from death, and a wife, mother, and eunuch of trouble—a mother gone, and one nearer and dearer than a mother gone, and all within a few weeks. God succor that terrible anguish, and be to her more than mother, lover, and father. God called him, and he came. Let the heartless and venal newspapers who wielded so great an influence to be Christianlike and inculcate sound moral maxims, otherwise they would be called to a rigid account. Horace Greeley was the great apostle of temperance, and preached a crusade against all forms of intoxicating drinks, from Cyder up. Let the young men who are into the ditch, by the wine-glass that ruins the fine lady in her parlor. All the utensils in the gin-shops rattled with glee on the announcement of his death. Though he is dead, the principles he advocated will live, though the standard-bearer has fallen, the victory will be certain. Dr. Talmage concluded by feelingly alluded to the religious life of Mr. Greeley, and in quoting the words said to have been murmured in his last moments by the illusions dead: "I know that my Redeemer liveth," expressed a belief that any man who could say that is fitted for anything in life or eternity. Let the pæan hover for head while the body of the man is borne along the streets he traversed as a friendless boy, hang out signals black and white, hung sad across the river where he always loved to come; then on to Greenwood, and lay him down into the snow, and let him have the only rest he has known in thirty years. His race had closed, for he has no more great words to write. His brow is cool, his heart at peace, for it will never break again. The last of his great battles over, he sleeps, until a scroll, half open which may be read on both sides, "I am the resurrection and the life; he that believeth in me yet liveth." The interesting discourse was appropriately followed by the playing of the Miserere, from "Trovatore," and the Dead March in "Saul."

Rev. Mr. Putnam's Remarks on the Subject.

Rev. Dr. Putnam referred to the death of Mr. Greeley in his sermon at the First Unitarian Church, Brooklyn, yesterday morning. He spoke at some length of the part taken by Mr. Greeley in the anti-slavery struggle, tracing his career down to the time when he became a candidate for the Presidency of the nation. Then, said the speaker, he became the target for editors and orators to shoot at. He was attacked so pitilessly on every hand that he at last succumbed and died. There has been nothing to equal these attacks since the death of Mr. Lincoln.

Mr. Greeley and Public Opinion—An Unpublished Letter of June 27, 1872.

WASHINGTON, Dec. 1.—As an introduction to the subjoined letter, it is proper to state that Mr. Greeley was a warm personal friend of Charles Lanman, to whom it was addressed. Mr. Lanman's earlier essays as a writer were published in the *New-Yorker*. Although he never participated in politics, Mr. Greeley occasionally favored him with letters of advice, and took a special interest in the success of his *Dictionary of Congress*. Mr. Greeley's last note to Mr. Lanman is as follows:

NEW-YORK, June 27, 1872.

FRIEND LANMAN: Received yours of the 25th inst. I have all my life been doing what people called vastly foolish, impolitic acts, and I did not dispute their judgment. I only said that what I did seemed to me the right thing. If I should die before election, or be beaten thereby, please testify for me that I do not regret having braved public opinion when I thought it wrong and knew it to be merciless. Yours,

(Signed) HORACE GREELEY.

FOREIGN NOTES.

The *Cross Gazette* announces the dismantling of the fortifications of Bitche in the Vosges, the siege of which continued till the conclusion of peace. The citadel alone will be preserved.

The Paris Tribunal of Correctional Police has just tried M. Marcelin, editor of *La Vie Parisienne*, for having published, on Oct. 26, without previous authorization, a drawing representing an exhibition of "heroes," in which Prince Bismarck figured in a ridiculous light. The Court condemned him to 500 francs fine.

A petroleum well has been discovered near Caserta, near Naples. A Milanese house has undertaken to make a preliminary essay of the oil and of the mode of extracting it, and will work the concern provided it can be made to yield a profit—a very doubtful point, if one bears in mind the utter failure which has attended all previous attempts to turn Italian petroleum to account.

The Brussels correspondent of the *Pall Mall Gazette* writes: "The *Etoile Belge* says it learns from a good source that the Ministry is resolved to maintain the *statu quo* in the army. The retirement of Gen. Guillaume, the Minister of War, is therefore certain. He will receive the superior command of all the principal military schools, which are now all located in the block of buildings close to the Bois de la Cambre at Brussels."

A Brussels correspondent of the *Daily Telegraph* writes: "Negotiations for a long time pending between the Belgian Government and the Luxemburg Railway Company for the purchase of that line by the former have definitively broken off. The Ministry has proposed to the Chamber the construction of a competing line, on behalf of the State, commencing from Arlons, in Belgian Luxemburg, and taking a route in the direction of Charleroi."

The Birmingham *Post* says: "The pious people of Oldham have punished the Mayor of that town (Mr. Wrigley) for not attending divine service one week on the first Sunday after his municipal election. He refused to go on the ground that the State should have no connection with the Church. This seems to have given great offense to the people of Oldham, who, on Sunday, waited outside the Unitarian Chapel, where the Mayor worships, and received a decidedly cool reception. The excitement among the pious people is great, as, according to the Belgian precedent, the loss will chiefly fall upon the poor credulous people who int

THE INTERIOR.

Secretary Delano's Report of the Operations of His Department.

The following is the annual report of the Secretary of the Interior on the operations of the Department of the Interior during the year 1871:

DEPARTMENT OF THE INTERIOR.

Sir: I have the honor to submit the following report of the operations of the Department of the Interior from the organization thereof to the present time, and more particularly during the year ending the 30th of September, 1871.

The act of March 3, 1849, establishing the Department of the Interior, provides that there shall be in the Department five principal officers, namely, a Secretary, a Commissioner of the General Land Office, a Commissioner of Indian Affairs, a Commissioner of Pensions, and a Commissioner of Patents, and that there shall be appointed by the Secretary of the Interior all such clerks as may be necessary for the proper performance of the duties of the Department. The act also provides that the Secretary may prescribe such regulations as he may deem necessary for the distribution and performance of the business of the Department, and for the safe-keeping of the public records, books, and papers.

The Secretary is charged with the supervision of public business relating to patents for inventions, the Census, railroads, the Pacific Wagon Road offices, and various other subjects.

It is the policy of the Government to dispose of the public lands to actual settlers only, and it is a question which should not be lost sight of in the administration of the land system, whether the best interests of the country will be subserved by the passage of any law which will have the effect to withdraw large bodies of land from settlement, and thus prevent the increase of population which follows the settlement of the public domain. The pre-emption and homestead laws have proved to be the best system for the rapid settlement of the country, and the price of land, fixed at the minimum of $1.25 per acre, is not found to be a barrier to the purchase of small tracts by persons of limited means. The system of selling the public lands at auction to the highest bidder, which prevailed in the early history of the country, has been found to operate unjustly, and to result in the monopoly of large bodies of the best lands by speculators, to the exclusion of the actual settler, who was thereby compelled to purchase of the speculator, at an advanced price, the land upon which he had settled and made improvements. The system of graduation, by which the price of the lands was reduced from time to time, has been found to be impracticable, and to work injustice to the settler, who was frequently compelled to abandon his claim because he was unable to purchase it when it was offered at public sale. The present system, which secures to the settler the right to enter his land at the minimum price, and to pay for it in installments, has been found to be the best that can be devised, and has given general satisfaction to the people.

The system of granting lands to railroad companies to aid in the construction of their roads has been found to be objectionable in many respects. The lands granted are frequently the most valuable portion of the public domain, and the price of the even sections reserved to the Government is thereby greatly enhanced. The policy of granting lands in alternate sections to railroad companies has been found to operate unfairly in favor of our wealthy corporations, which are thereby enabled to monopolize the lands to the exclusion of the poor settler. The system of granting lands in aid of railroads has been abandoned, and it is a question which should not be lost sight of in the administration of the land system, whether the best interests of the country will be subserved by the passage of any law which will have the effect to withdraw large bodies of land from settlement, and thus prevent the increase of population which follows the settlement of the public domain. The pre-emption and homestead laws have been found to be the best system for the rapid settlement of the country, and the price of land, fixed at the minimum of $1.25 per acre, is not found to be a barrier to the purchase of small tracts by persons of limited means. The system of selling the public lands at auction to the highest bidder, which prevailed in the early history of the country, has been found to operate unjustly, and to result in the monopoly of large bodies of the best lands by speculators, to the exclusion of the actual settler, who was thereby compelled to purchase of the speculator, at an advanced price, the land upon which he had settled and made improvements. The system of graduation, by which the price of the lands was reduced from time to time, has been found to be impracticable, and to work injustice to the settler, who was frequently compelled to abandon his claim because he was unable to purchase it when it was offered at public sale. The present system, which secures to the settler the right to enter his land at the minimum price, and to pay for it in installments, has been found to be the best that can be devised, and has given general satisfaction to the people.

The policy of granting land

THE POST-OFFICE.

Story of the Postmaster-General for the Last Fiscal Year.

Financial Operations of the Department—The Railroad Mail Service—Depredations—Foreign Mails—The Franking Privilege—The Telegraph and the Post-Office.

The following is the annual report of the Postmaster-General of the United States, for the fiscal year ended June 30, 1872:

POST-OFFICE DEPARTMENT,
WASHINGTON, D. C., Nov. 15, 1872.

SIR: The ordinary revenues of this department for the fiscal year ended June 30, 1873, including revenue from money-order business, were $21,915,486 97, and the expenditures of all kinds $26,658,193 31. For the year ended June 30, 1871, the ordinary revenues were $20,087,045 43, and the expenditures $24,204,104 09. The increase of revenue for the year 1873 over 1872 was $1,828,441 54, or 9.37 per cent., and the increase of expenditures $2,368,088 28, or 9.39 per cent., showing a net increase of expenditures of $539,707 26. The increase in revenue for the year 1872 over 1871, was $2,035,556 73, or 11.63 per cent., and the increase of expenditures for 1872 over 1871, was $2,208,254 66, or 14.17 per cent. The increase in revenue for 1873, compared with 1871, was greater than the increase for 1871, compared with 1870, by $730 783 15; and the increase of expenditures for 1873, compared with 1871, was greater than the increase for 1871, compared with 1870, by $1,256,833 78.

If, in addition to the ordinary revenues, the Department be credited with $705,000, appropriated for the transportation of free matter, and the amounts drawn and expended for stamped envelopes and newspaper-wrappers, the apparent deficiency reported out of the general Treasury for the year 1873 is $5,317,765 24, against $5,920,850 66 for the year 1871.

The accompanying report of the Auditor fully sets forth the details of the financial operations of the Department:

The estimated expenditures for the service of the fiscal year ended June 30, 1874, are	$30,288,167
The revenues estimated at 10 per cent. increase over last year...	$24,819,535
Estimated revenue from money order business...	100,000
Estimated increase in revenue consequent on the introduction of postal cards...	325,000—25,244,535
Leaving a deficiency of...	$5,043,632

The foregoing estimates do not include the following special appropriations, in the nature of subsidies:

For mail steam-ship service between San Francisco and Japan and China...	$500,000 00
For special subsidy for like service, under sections 3 and 4 of the act approved June 1, 1872, from July 1, 1873, to June 30, 1874...	225,000 00
For mail steam-ship service between the United States and Brazil...	150,000 00
For like service between San Francisco and the Sandwich Islands...	75,000 00
Total...	$1,150,000 00

Of the deficiency appropriated for the year 1873, there was unexpended June 30, 1873, the sum of... $3,000,000 00
Of the amount appropriated for 1871, there was unexpended at the close of that year... 2,925,052 62
Amount appropriated for the years 1871 and 1872... 3,350,000 00
A total of... $9,275,052 62
There will be drawn during the last fiscal year, of the amount unexpended at the close of the year 1872, for payments on account of that year... $96
Of the amount appropriated for the year 1873... 416,628 00
Of the amount appropriated for the year 1874... 3,083,750 00— 2,985,780 00
Leaving account of deficiency appropriated for 1873... 7,123,855 00
There was also carried to the "surplus fund" of the General Treasury, of the deficiency appropriated for 1870, and not necessary... 3,821,236 00
Leaving in the general Treasury, undrawn, the sum of... $4,304,029 00
There was also in the hands of the Assistant Treasurers of the United States a balance of... 320,984 00
Making the total amount available for payment of indebtedness to June 30, 1873 $4,725,013 00
Against which there are chargeable sundry unliquidated accounts, estimated as follows:
For balances to foreign countries... $197,400 00
For mail service under contract and recognized, but not yet reported... 411,625 18
Mail service still unadjusted... 183,705 00— 794,740 18
Leaving, after settlement of all liabilities to June 30, 1872, a net balance of deficiency appropriations of... $3,930,272 82
The number of collective post-offices issued during the year was 541,455,070, representing... 15,540,630 00
Stamped envelopes, plain, 64,276,000, representing... 1,605,196 00
Stamped envelopes, "request," 40,825,000, representing... 1,201,500 00
New newspaper-wrappers... 5,000,000
Registry envelopes... 1,000,000
The whole number of stamps, stamped envelopes and newspaper wrappers was 595,306,070, of the aggregate value of... 19,070,828 00

The increase in the issue of stamps, stamped envelopes, and newspaper-wrappers is exhibited by the following table:

Description.	Fiscal year ended June 30, 1872.	Fiscal year ended June 30, 1871.
Adhesive postage-stamps...	$18,840,640 00	$14,620,715 00
Stamped envelopes, plain...	1,605,196 00	1,276,474 00
Stamped envelopes, request...	1,201,500 00	1,424,161 00
Newspaper-wrappers...	175,152 00	132,180 00
Aggregate...	$19,070,828 00	$17,453,531 00

Description.	Increase amount.	Increase per cent.
Adhesive postage-stamps...	$1,219,924 00	8.37
Stamped envelopes, plain...	329,722 00	25.83
Stamped envelopes, request...	*222,661 00	*15.96
Newspaper-wrappers...	42,972 00	32.59
Aggregate...	$1,441,076 75	8.17

*Decrease.

The number of packages of postage-stamps lost in the mails during the year was ten, representing $355, and of stamped envelopes none; being much less than losses from similar delinquencies in 1871 and previous years.

CONTRACTS.

There were in the service of the Department on the 30th of June, 1873, 8,355 contractors for the transportation of the mails in post-routes.

There were at the close of the year 2,220 "special" offices, each with a mail-carrier whose pay from the Department is not allowed to exceed the net postal yield of the office.

Of public mail routes in operation there were 1,979, aggregating in length 161,290 miles, the annual transportation 114,284,323 miles, and in annual cost $12,972,364. Adding the compensation of railway post-office clerks, route-agents, mail-route messengers, local agents, mail messengers, and the average amount in charge of registered packages amounting to $2,920,242, the aggregate annual cost was $15,772,606.

The service was divided as follows:

Railroad routes: Length, 37,921 miles; annual transportation, 83,491,742 miles; annual cost, $8,259,777, which is 10 cents per mile.

Steam-boat routes: Length, 3,556 miles; annual transportation, 4,309,426 miles; annual cost, $778,582—about 18.10 cents per mile.

Other routes, on which the mails are required to be conveyed with "celerity, certainty, and security": Length, 119,827 miles; annual transportation, 26,483,155 miles; annual cost, $3,933,985—about 21 cents per mile.

There was an increase over the preceding year in length of routes of 10,020 miles; in annual transportation, 1,441,493 miles; and in cost, $1,040,697; and for the same time the number of post-office clerks, route, local, and other agents, 1,321,418, the total increase in cost was $1,974,295.

The railroad routes have been increased in length 3,077 miles, and in cost, $717,795. Assuming the increase caused by the readjustment of rates for the year ended June 30, 1874, to be the same as that shown in table F for the year ended Sept. 30, 1873, viz.: $264,086, the excess for new railroad service may be set down at $453,207, being an average cost of $59 35 per mile per annum.

PROGRESS OF THE SYSTEM OF RAILROAD MAIL SERVICE.

An interesting table, compiled from the annual reports of the Department, is presented herewith, showing the amount of railroad mail-service, and the cost thereof, in each of the years, from the commencement of such service in 1836, to June 30, 1873. The report for 1836 shows the annual transportation on railroad and steam-boat routes combined. The length of railroad routes was first reported to be 974 miles at the close of the year ended June 30, 1837. The length in 1873 was 37,921 miles, an increase of 36,947 miles in thirty-five years, being an average of over 1,055[illegible] miles per annum. The largest increase in length for any one year was for 1872, being 6,077 miles. The first report of the annual cost of railroad routes, unembarrassed with steam-boat routes, was $631,152 for the 4th of November, 1845. The cost in 1873 was $8,259,777, showing an increase of $7,571,625 in twenty-seven years, and an average increase of over $231 145 per annum. The largest increase in cost for any one year was for 1872, being $717,795.

READJUSTMENT OF PAY ON RAILROAD ROUTES.

Table B, presented herewith, exhibits returns of the character and amount of the mail service on railroad routes in the States of New-Jersey, Pennsylvania, Delaware, Maryland, and Ohio, obtained with a view to the readjustment of the rates of pay on such routes in those States for the new contract term commencing 1st July, 1873. The table contains returns, also, from railroad routes in other States, submitted by the proprietors thereof, as the basis for the adjustment of readjustment of their compensation. The readjustment of rates on new routes, founded on the adjustment of rates on old routes and the allotment of new routes, are shown in Table F, in which it will be seen that the rates were increased on 99 and decreased on 16 old, and fixed on 19 new routes, the former amount of annual pay by readjustment in each of the cases of new railroad routes put in operation within the year ending June 30, 1873, was 156, on which, as a general rule, temporary rates of compensation were fixed, at expiration of maximum of 600 per mile per annum allowed by law in case of the third or lowest class, with the understanding that the pay should afterward be readjusted, if necessary, according to the grade of the service, to be shown by the usual returns. The 19 new routes included in Table F are exceptions to the rule, the proprietors having preferred to commence the transportation of the mails without a fixed compensation, leaving the rate of pay to be afterward determined according to the grade of the service.

POST-ROUTE MAPS.

The preparation and publication of post-route maps have been continued during the past year, under the supervision of the topographer, and these maps, as heretofore, by successive editions, have been distributed to postmasters, members of Congress, and others.

The map in four sheets, of the State of Illinois, Iowa, and Missouri, is nearly completed, and the portion embracing Illinois is in course of examination. Maps of other States will be taken in hand as rapidly as practicable, so as to extend the benefits of this very essential auxiliary to the work of the Department.

FINES AND DEDUCTIONS.

The amount of fines imposed upon contractors and deductions made from their pay for failures and other delinquencies for the last year was $93,361 47, and the amount remitted during the same period was $65,849 25, leaving the net amount of fines and deductions $30,033 56, as appears from the following[illegible] reexamination:

Amount of fines...	$3,966 92
Amount of deductions...	29,066 55
total...	$33,361 47
Amount remitted...	23,349 91
Net amount...	$30,033 56

MAIL-BAGS, LOCKS, AND KEYS.

A table appended to this report exhibits in detail the number, description, and cost of mail-bags, locks, and keys purchased and issued during the year. The total number of new mail-bags procured and put in service was 91,000, of which 64,278 were made for transmission of registered matter, and 12,400 for the transportation of mails on steam-boats. The cost was $39 250 61. The number of locks of the new kind purchased was 5,000, at a cost of $2,000. Of old iron mail-keys, 5,000 were purchased, at a cost of $900. The cost of repairing mail-locks was $1,000. The total amount expended for mail-locks and keys was $4,900 00.

THROUGH MAILS.

The transmission of through mails between the Atlantic and Pacific coasts was greatly interrupted by snow blockades west of Omaha during portions of the months of December, January, February, and March last. The number of pouches of through mails made up at San Francisco from New-York was, in December, 29; in January, 34; in February, 28; and in March, 30. The average time occupied in the transit to San Francisco from New-York was, in December, 154 hours 15 minutes; in January, 378 hours 11 minutes; in February, 407 hours 40 minutes; and in March, 154 hours 5 minutes. Only 11 mails out of 54 from New-York were carried through in schedule-time in December, only 3 out of 60 in January, none out of 56 in February, and only 41 out of 71 in March. The number of days on which no mails from San Francisco for New-York from San Francisco was, in December, 12; in January, 24; in February, 19; and in March, 9. The average time occupied in the transit to New-York from San Francisco was, in December, 226 hours 41 minutes; in January, 205 hours 15 minutes; in February, 245 hours 32 minutes; and in March, 160 hours 55 minutes. Only 2 mails out of 28 from San Francisco were carried through to New-York in schedule-time in December, none out of 28 in January, only 3 out of 16 in February, and only 15 out of 31 in March. The average time occupied in the transit for the whole year, from October, 1871, to September, 1872, was, going West, 216 hours 22 minutes; going East, 197 hours 45 minutes. Excepting the four months above specified, the number of mails conveyed to New-York from San Francisco, from October, 1871, to September, 1872, inclusive, was 341, of which 206 were carried through in schedule-time, and 28 behind time; and, excepting these four months, the number of mails conveyed to San Francisco, from October, 1871, to September, 1872, inclusive, was 341, of which 206 were carried through in schedule-time, and 28 behind time; and, excepting these four months, the average time occupied in the transit was, going West, 176 hours 11 minutes; going East, 171 hours 16 minutes. The average time for the whole of the preceding year was, going West, 173 hours; going East, 168 hours 45 minutes. Excepting during the period during which the route was obstructed by snow, there is but little variation this year from the degree of regularity noted in previous reports. Particulars indicating the character of the service between San Francisco and other cities than New-York on the Atlantic side will be found in the through-mail tables appended hereto, from the office of the Second Assistant Postmaster-General.

A change of the through-mail route between Washington and New-Orleans was made in May last, so as to run after passing Cleveland, Tennessee, via Dalton, Georgia, Cuters, Alabama, Montgomery, Alabama, and Mobile, Alabama, instead of via Chattanooga, Tennessee, Grand Junction, Tennessee, and Canton, Mississippi. A decrease of 23 miles in the length of the route was thereby obtained, and the tables show a gratifying improvement in speed and other particulars. The number of mails carried through to New-Orleans from Washington by the new route, from the 1st of the month from October, 1871, to April, 1872, inclusive, was 212, in the average time of 81 hours 51 minutes; whereas in the succeeding five months, 150 mails were carried through, by the new route, in the average time of 71 hours 34 minutes—a gain of 10 hours 17 minutes. The mails, going South, by the old route, in the first seven months, was 76 hours 50 minutes; in the succeeding five months, by the new route, 64 hours 20 minutes—a difference of 12 hours 30 minutes. Of the 213 mails, going South, by the old route, in the first seven months, 1 mail was unsuccessful, and there were 20 days on which no mail arrived at New-Orleans from Washington; in the succeeding five months, going South, by the new route, 28 mails were half a day or more behind time, 2 mails were miscarried, and there were 20 days on which no mails arrived at New-Orleans from Washington. The number of mails carried through to Washington from New-Orleans, by the old route, in the seven months from October, 1871, to April, 1872, inclusive, was 212, in the average time of 80 hours 30 minutes; whereas in the succeeding five months, 150 mails were carried through, by the new route, in the average time of 68 hours 53 minutes—a gain of 11 hours 40 minutes. The shortest time in the first seven months, going North, by the old route, was 73 hours 40 minutes; in the succeeding five months, by the new route, 61 hours 30 minutes—a difference of 12 hours 10 minutes. Of the 213 mails, going North, by the old route, in the first seven months, 144 were carried through in schedule-time; and 68 behind time; whereas of the 150 mails conveyed North, by the new route, in the succeeding five months, 141 were carried through in schedule-time, and 19 behind time. In the first seven months, going north by the old route, 69 mails were half a day or more behind time, and there were 43 days on which no mail arrived at Washington from New-Orleans; in the succeeding five months, going North, by the new route, 14 mails were half a day or more behind time, and there were 10 days on which no mail arrived at Washington from New-Orleans. The average time, taking both routes together, for the whole period, from October, 1871, to September, 1872, inclusive, was 241, of which 206 were carried through in schedule-time, and 28 behind time. The average time occupied in the transit, excepting the four months, was, going West, 176 hours 11 minutes; going East, 171 hours 16 minutes. The average time for the whole of the preceding year was, going West, 173 hours; going East, 168 hours 45 minutes. Excepting during the period during which the route was obstructed by snow, there is but little variation this year from the degree of regularity noted in previous reports. Particulars indicating the character of the service between San Francisco and other cities than New-York on the Atlantic side will be found in the through-mail tables appended hereto, from the office of the Second Assistant Postmaster-General.

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the middle), to examine the different systems of telegraphy, and to prepare a scheme for submission to Congress with the report of the appraisers.

Upon the enforcement of the act of 1866, the United States will come into possession of some 24,000 miles of telegraph line, carrying about 200,000 miles of wire. Upon the supposition, however, that if the companies had never operating under the act, they should decline to accept its provisions, it will be necessary for the Government to build lines of its own covering their territory. I have made the following estimates, to include the total facilities of all the companies, as shown in the table. (Telegraphs, 5.) viz: 77,000 miles of line, and 146,000 miles of wire.

The majority of lines in this country have been built very cheaply, their entire cost, including patents, being probably much less than $10,000,000. In fact, the poles have been erected in many cases entirely without cost to the telegraph companies, by the railroads along whose tracks their are built. But should it prove impossible for the appraisers to ascertain this cost for each of the companies, the sum for which the Government could duplicate the existing system is easily determined. Data in possession of that Department show that many lines have been lately built, probably not of the best quality, but fully up to the average standard, for not more than $115 per mile of single-wire line, and $90 per mile of additional wire. For equipment, an allowance of $9 per mile of line is ample. Were all the wires to be strung at the same time, as they would be if the present system were to be duplicated by the Government, the cost would probably be much less. The cost of a new system, equal in extent to the present, would, at the above rates, be $11,880,000. Many of the wires having, however, been in use for a long time, the appraisers would probably deduct largely from this amount on account of deterioration, but the sum so deducted, at least, would have to be paid out for reconstruction.

It may be proper to state that one of the companies has advanced the theory that the Government should purchase, not only its telegraph lines, property and effects, but also the good-will of its business, based on present and prospective profits. As it is difficult to see how more good-will can be brought before the appraisers under the law as it stands, it is, perhaps, unnecessary for me to discuss at much length the merits of this claim. It has not hitherto been thought necessary for the Government, in undertaking enterprises in which private parties are also engaged, either to acquire the facilities of such private parties or to compensate them for their loss on account of its competition. Up to the year 1866, the Government was certainly at liberty to compete with telegraph companies, as it now does with banks and express companies in its money-order business and parcel-post. If, then, as claimed by this company, the act of 1866 bound the Government not to enter the telegraph field for five years, and when it did enter to buy the then existing lines instead of building a more perfect system of its own, the privileges granted and the other concessions contained in the act ought to have improved the position of the Government, instead of making it worse.

There was nothing compulsory about the act; its acceptance by the companies was purely voluntary. It looked toward a future postal telegraph, set a time after which the companies might, if necessary to secure them, and offered inducements, which it seems were sufficient, for the companies to agree to yield up their facilities upon the expiration of the time designated.

The manner in which the British Government recently acquired the telegraphs cannot be cited as a precedent for the United States. There was no such previous agreement between Her Majesty's Government and the companies of the United Kingdom as is contained in our act of 1866. The British Government offered to pay twenty years' profits, and the companies having accepted the proposition, the sitting Parliament, as mentioned, ratified it. Said companies had been earning five per cent., which is not a fair return to British capital on a reliable home investment, the price would have simply equaled the cost of their lines. It turned out that their profits were nearer fifteen per cent; but the new Parliament, with some opposition, sustained the action of its predecessor, and the expenditure. It must be remembered, however, that the British Government has always derived a revenue from its post-office, and naturally took a commercial view of the acquisition of the telegraphs. The argument was, that, if the profits could be increased 50 per cent, the Government would get so much more for its money, and the sooner the purchase was completed the better. The comprehensive, energetic, and careful management of Mr. Scudamore and his associates has enabled the British Government to position this view.

Without the data to be acquired by the commission I am not inclined to be appointed. I cannot give as accurate an estimate of the additional facilities which will be necessary to meet the increase of business on existing routes, or the exact extensions which should be undertaken to points not now reached by the telegraph. On the strength of reconnaissance, however, the cost of improvements and extensions required to put the postal from railway wires, the capacity of existing routes may, without doubt, be doubled. Certainly will this be the case if, as is anticipated, the additional messages induced by low tariffs are largely of a social character, sent out of the principal business centers, and more equal distribution of business throughout the day and night. An increment of 20 messages per day between any two offices will, at an average receipt of 25 cents, yield $1,920 per year of 300 working-days, which will put up 20 miles of additional wire, at $20 per mile, and leave $160 for additional expenses. Twenty additional messages daily, each way, will yield $3,200, sufficient to build a single wire line 25 miles, at $120 per mile, (including $20 per mile for additional expense away from railroads,) leaving $760 for operating and expenses. Whenever, therefore, such an increase takes place on a circuit already established, such circuit can be extended, or an office away from the line, the above extensions will be justified. There are undoubtedly large districts and important points wholly unprovided with telegraphic facilities, but I cannot at present indicate them with accuracy. The United States contains 38,000 different points, with about 800 branch offices (perhaps 1,000 of these, principally mere railroad stations, there are no post-offices. Should it not be found expedient at any of these latter offices to open post-offices, the Department could accomplish the object in part by such arrangements with the railroads as prevail in Europe. In Great Britain, according to Mr. Scudamore's report, there are 1,207 railway stations open to the public for telegraphic business, and 3,261 postal telegraph stations; but the railway offices transmit only 7 per cent of the messages. Were, therefore, these offices must be counted among the telegraphic facilities, their receipts and their cost also will always be small. It has been broadly, but I think properly, stated that the transmission of letters, telegrams, or other correspondence should not be considered in itself as a portion of revenue, but that the tax on correspondence ought to represent merely the actual cost, and the mail and telegraph should be used as freely as possible to stimulate other sources of revenue. Should the postal telegraph be adopted, the Government will probably start with a business of 15,000,000 messages. After the thorough innovation of the lines, I believe the tariff can be advantageously reduced to an average of 20 cents throughout the United States. As a minimum, such a tariff would be too high. I should, therefore, be in favor of adopting a simple graduated tariff, based upon well-known geographical divisions. To any tariff framed in accordance with the established course of business would be part of the labors of the commission for whose appointment I ask. It afforded the necessary opportunities by the companies, they could perform this work and at the same time learn what new facilities, if any, were likely to be necessary.

The experience of Switzerland and some other countries shows that a reduction of 50 per cent in tariff was followed by an increase of 100 per cent. in business. In Great Britain, except for postage, there was no reduction in rates for more than half of the business, a reduction of 20% per cent. in the rates on the other messages, and on the remainder a reduction of 50 per cent. Under these circumstances the message nearly doubled in two years.

In the communication from the President of the Montreal Telegraph Company, addressed to Hon. Alexander Campbell, Postmaster-General of the Dominion of Canada, under date of 26th October, 1870, before referred to, it is stated that, "believing that this system (differential and distance rates) was erroneous, I, with the concurrence of the directors, commenced a gradual and very cautious reduction in the rates: and I found that every reduction brought an increase of business much more than the reduction, and increased the speed with which it could come to. Encouraged by this result, I continued the system of reduction from year to year, till an examination of the business of the year 1869 showed me that nearly 90 per cent. of our total receipts was obtained from the 25-cent portion of the tariff, and that the abandonment of any proposed opposition line induced me to adopt a uniform charge of 25 cents for ten words, and 1 cent for each subsequent word, irrespective of place or distance." The result of this reduction, which applied to only 10 per cent. of the business, was an increase of 85 per cent in the number of messages in the first year of its application.

From the foregoing examples, I have no doubt that one year of the tariff above proposed, after the provision of proper facilities, would double the number of messages in this country. In that case, our business will be 30,000,000 messages, which, at the average of 33½ cents per message, will yield a gross revenue of $10,000,000.

From this revenue will have to be provided 6 per cent. on cost for interest, ($894,000;) 5 per cent. on cost for a sinking fund to recover principal, ($894,000;) 20 per cent. on cost for maintenance, supplies, &c., ($2,376,000 added to per centage of gross revenue for excess-zone, ($1,000,000;) total, $4,664,000, leaving for salaries $5,336,000.

The entire cost of 3,700 stations in the United Kingdom, where the postmasters provide for the service, is only about one-fourth as much as the aggregate cost of the 800 offices where the Department supplies a separate telegraphic staff. While the plan of allowing the postmasters to provide the telegraphic service has there worked satisfactorily, I am of the opinion that it could not be adopted here with equal success. Hence, I estimate for a saving in salaries only at those offices where the postmasters could personally perform the work. These offices, it is safe to say, number fully 4,000, at which an average extra allowance of $200 per annum would secure to the Department a skilled operator as postmaster. This would involve an expenditure of $800,000. Arrangements with the railroads for commissions on private messages transacted by them would provide for the working of some 1,500 offices, as above stated, leaving the Department, perhaps, about 300. Fifteen hundred offices, including branches, would then be left, now worked by 3,000 employees of all grades, whose salaries would have to be borne entirely by the telegraph. An increase of fifty per cent. in the force would be sufficient to provide for the doubled business, and the salaries of these 2,250 employes, at an average of $600, would consume the residue of $4,500,000.

The foregoing estimates cannot be expected to be minutely accurate. Comparison with the returns of the companies will show them to be exceedingly liberal, especially in the item of salaries; and I believe the actual working of the system would give much better results for the Department. The statistics of Europe can afford no adequate idea of what may be done in this country. A people who use the telegraph so largely as we do, under the great difficulties heretofore enumerated, will promptly respond to the utmost advantages that can be offered them. With a much freer, more extended, and more active social and commercial intercourse than prevails between the different states of Europe, with a population rapidly increasing and keenly alive to all the demands of a progressive civilization, and with a territory offering by its vast extent the greatest inducements to the use of the telegraph in preference to the mail, it may be safely predicted that telegraphy in America will hereafter solve problems and accomplish results that will far outstrip its wonderful achievements in the past.

In presenting the foregoing views and recommendations, I have confined myself entirely to the wants of the people in a state of peace, and have sought only to provide suitable facilities for the development of our social, industrial, commercial, maritime, agricultural, and educational resources, and to bind together our extended population by those intimate knowledge which a cheap and extended mode of instantaneous intercourse can alone give. There is another aspect of the subject of such importance as to require separate and distinct consideration. In time of war—and God will not always ward off that terrible calamity—a postal telegraph will become of supreme importance. The Government, when engaged in a struggle which may involve its very existence or the honor and liberties of the American people, must and will not permit the telegraph, upon private lines, to be used by means of cipher, remain in the hands of any individual, company or corporation. At such a time, public dispatches must be forwarded with the greatest celerity and absolute secrecy. Sworn officers of the Government will alone be trusted to discharge these duties. Averting the most tremendous consequences, Hence, nearly all the great nations of the earth have assumed the management and control of the telegraph within their respective borders, and the United States must do likewise.

Before closing this subject, I desire briefly to express my disapproval of the scheme proposed for the incorporation of a company, improperly called "The Telegraph Conservancy," to operate its lines in connection with the Post-office Department. It is not in analogy with the workings of the mail service in any important particular. In the latter, the Department transmits the mails under the charge of its own officers, and controls all the machinery needed for that purpose. In the former, it is proposed to make the Department a mere agent to receive and deliver telegraph messages for the benefit and profit of a private corporation. The terms of the proposed charter require the Government to furnish stamps, stamped paper, and stationery; to receive the messages from the transmitter, take the pay therefor, see that the proper stamp is affixed, and hand over the message to the operator of the Company; and then, at the office of delivery, to see that it is properly written out, enveloped, and delivered. The Government is required to erect and provide and equip suitable station-houses for all post-offices, operators, instruments, and batteries of the company. The Government is also required to keep all accounts arising out of the business of telegraphing; make reports to the Company as stated times, and pay over all the moneys received on the gross number of messages, after deducting 5 cents only on all dispatches other than Press dispatches, and 3 cents only on them. It thus appears that, while the Company is only required to provide the lines, batteries, and operators, and the Government everything else, the Company is to receive (should the average of messages prove to be no higher than 40 cents) about 97 per cent. of the receipts, and the Government only 12 per cent. Doubtless a most excellent arrangement for the Company, but doubtless a most unprofitable one for the Government. Moreover, the exercise of supervisory power given to the Postmaster General is a delusion. He causes every order that he might make, however important or unimportant, would be subject to an appeal upon the application of the Company, to a board of arbitrators, and, on failure or refusal of the Company to perform any duty, the Postmaster-General is required to report the matter to the arbitrators, who would have no remedy other than to take possession of the lines of the Company, and "contract with some suitable party for the performance" of the service. The Government, inasmuch as it would deal directly with the people in receiving and forwarding messages, would be alone looked to for redress in case of default; and yet it would have no adequate power to compel the Company to execute the contract. This would lead to endless confusion and irreconcilable conflicts between the Government and the Company, and would certainly result in great inconvenience and pecuniary disaster to the people long before the expiration of the ten years of the contract, the Government would find that it had been fostering a mammoth corporation, free from whose embrace these would be no escape except by buying it at the authority is asked for the issue of bonds to an amount not to exceed one-half of the organization; yet it is no way claimed that the new company, when organized, will control a single mile of wire now standing, nor is the company required within any specified time to enter upon the performance of its contract. To connect telegraphic routes within a reasonable time, the Company will be required to buy out, or control some, at least, of the existing lines, without any such previous agreement with them as the Government enjoys under the act of 1866, and upon the best terms obtainable. Should the charter pass and the new company acquire the lines of the old without sanctioned thereby, the Government would, by permitting their purchase on a good-will basis, lose the advantages of its present position; and when the time came for the absolute sale of the new company's lines, which is provided for in the proposed charter, (as one is certainly would,) the Government would be without important influence to go behind the transaction between the new company and its predecessors, to which consent had been given by the charter, and would be obliged to pay a much larger sum for the lines now in operation than could be justly demanded under the act of 1866.

I am decidedly of opinion that if the public interest requires a postal telegraph, it should be put entirely into the hands of the Government. If, on the contrary, a postal telegraph is not so demanded, then the Government should not favor one private company to the exclusion of another. In my opinion, no service enter into competition with private enterprise.

POST-OFFICE SAVINGS BANKS.

Post-office savings banks have been in operation in the United Kingdom since the 16th of September, 1861, and have steadily grown in favor. During the year ending the 30th of June, 1871, the number of depositors increased 180,000, and the amount of deposits nearly $2,000,000. The total number of depositors is now 2,262,631, and the total sum standing to the credit of the Post-office, $115,500,515, or about $50,000,000 more than the amount of the public debt of the entire postal savings banks; and I renew my recommendation of last year for their establishment in this country.

POSTAL CARDS.

By the act of June 8, 1872, section 170, the Postmaster-General was authorized and directed to furnish and issue to the public "postal cards," with postage stamps impressed thereon, for use as an additional means of postal intercourse, at a postage charge of one cent each, including the cost of the card. In the preliminary steps have been taken by me for furnishing and issuing these cards agreeably to the provisions of law; but, as no appropriation was made by Congress to meet the expense of their manufacture, and the Department is prohibited, by the seventh section of the act of July 12, 1870, from improvising the contract for the future payment of money in excess of appropriations made for such fiscal year, I was constrained to postpone their issue until a specific appropriation could be made. This course was taken in conformity with the written opinion of the Attorney-General that no appropriation for this purpose is respectfully recommended.

SALARIES.

The salaries of the heads of bureaus of this Department should be largely increased. The three Assistant Postmasters-General receive only $3,000 each per annum, and the superintendents of foreign mails and the money-order system each $2,000 per annum. These sums are inadequate to maintain their families comfortably in Washington, their presence being required here during the entire year. The ability, integrity, and laborious services of these officers appeal strongly in their behalf.

With the highest esteem, I remain your obedient servant, JOHN A. J. CRESWELL,
Postmaster-General.

Grant's Majority in Iowa 60,114.

Hon. Edward Wright, Secretary of State of Iowa, writes to the Des Moines *Register*, that some corrections change the official vote of that State as originally published, and increase President Grant's majority to over 60,000. The totals as finally ascertained, are: For Grant, 131,329; for Greeley, 71,118; for O'Donor, 2,205.

Yellow Fever During the Season in New-Orleans.

From the New-Orleans Republican, Nov. 27.

There are now no cases of yellow fever under treatment in this city. The last death occurred on the 19th inst., and all other cases have recovered. The year there have been eighty cases, of which forty resulted fatally. In 1871 there were fifty-four deaths, and in 1870 the bills of health show 297 deaths from this disease.

THE ARMY.

Annual Report of the Secretary of War.

Reduction in the Cost of the Maintenance of the Army Over Last Year—The Force in the South—National Cemeteries—Explorations—West Point.

The following is the annual report of the Secretary of War on the operations of the Department for the fiscal year ended June 30, 1872.:

WAR DEPARTMENT, Nov. 1, 1872.

Mr. PRESIDENT: A comparison of the expenditures of the War Department for the present fiscal year and the one immediately preceding, will show that the actual expenditures for the fiscal year ending June 30, 1872, were $35,709,901 26
For the year ending June 30, 1873, ... 26,272,151 20

Showing a reduction of $437,255 93

The total estimates for military appropriations for the fiscal year ending June 30, 1874, is $28,261,273 73

The estimates of the Chief of Engineers are submitted separately as presented by that officer, namely:

Fortifications and other works of defense $2,725,000
River and harbor improvements 12,323,200
Public buildings and grounds and Washington Aqueduct 23,024

Total $16,630,224

Since my last report there have been turned into the Treasury by surplus-fund warrant, balances of previous appropriations amounting in the aggregate to $2,565,980 81. Had these been available for the use of the current fiscal year, the estimates could have been reduced very materially, as in the item of expenses for recruiting alone, the sum of $600,000 was returned to the Treasury, being double the amount deemed sufficient for the same service for the next fiscal year. An estimate of $3,000,000 has been submitted to meet Treasury settlements in favor of States for expenses incurred for enrolling and subsisting troops called into the United States service during the late war, under act of July 27, 1861, and for which no appropriation has been made. From the fatal results attending the military service of the General Government, these being the amounts required as reported by the Third Auditor, the officer charged by law with the examination and settlement of the accounts.

CONDITION OF THE ARMY.

The reports of the General of the Army and of the Division and Department Commanders show that the various duties required of the Army have been performed with much efficiency. Desertions have decreased in number, the enlightened legislation in connection with the pay of the enlisted men having contributed greatly toward that end.

It has been found impossible, thus far, to reduce the force in the Southern States east of the Mississippi, which were ravaged in the war of the rebellion. About one-sixth of the Army is still located there. It is to be hoped that an improved condition of affairs in that section may permit the withdrawal of a portion of the forces.

I renew the recommendation that the extra lieutenants now authorized by law to serve as regimental adjutants and quartermasters in the artillery, infantry, and cavalry regiments be discontinued, as vacancies occur in those grades. A yearly saving, with no injury to the service, of $100,000 would be effected by this act.

Thorough inspections, especially in connection with those branches of the service having charge of disbursements, have been ordered, and the inspector will be held responsible for any defalcation or misapplication of the public money or property which may occur within the district assigned to him, unless positive vigilance on his part might have detected.

Under the recent legislation placing the control of the Freedmen's Bureau under my immediate charge, the transfer of the records, accounts, claims, checks, Treasury certificates, and property from Howard University to the building near the War Department, was completed about Aug. 3 last, and requisitions for the discovery, identification, and payments of the claimants for pay, bounty, prize money, or other moneys due to colored soldiers, sailors, or marines, or their legal representatives, now residing in the States lately in rebellion, or in any State in which slavery existed in the year 1860, have been framed and put into execution.

BUREAU OF MILITARY JUSTICE.

The examination by the Bureau of Military Justice of the records of the trials occurring in the different military departments, brings constantly before it what is felt to be a most serious defect in the administration of justice, and a most positive injury to the service; which is, the impunity of sentences adjudged by officers that long after the proceedings of the Court have been finally approved by the Attorney-General. It is recommended that the money be re-appropriated, and that the special authority required by that law for the construction of a permanent depot building be given. Rents are costly, and there is much need of a central depot for the troops in that great State.

One hundred and thirty-eight thousand one hundred and thirty-two dollars and seventy-five cents have been collected from the indebted Southern railroads, and unsettled accounts on file will probably increase this sum about $200,000, making in all $370,000, derived from these accounts during the year. The balance still due at the end of the year was $4,734,443 63.

Under the law of July 4, 1864, for relief of loyal citizens in certain loyal districts, the Quartermaster-General has examined and transmitted to the accounting officers for settlement 682 claims for Quartermaster's stores taken during the war, amounting, as allowed, to $687,162 73; 276 others have been rejected, amounting to $526,100 00. There are 10,583 claims under this law still on file, stated at $6,367,496 86, but a large proportion of these are probably unjust.

NATIONAL CEMETERIES.

The 74 national cemeteries now contain the remains of 317,998 persons. All but 19 of these cemeteries have been permanently inclosed, or are being inclosed under contracts now in operation. The Gettysburg Cemetery has been transferred to the care of the War Department, and accepted under the resolution of Congress of July 14, 1870. The superintendents of national cemeteries have been classified with reference to the importance of their respective charges. There were 80 superintendents at the close of the year.

As legislation is needed in connection with the cemetery near the City of Mexico, purchased in accordance with the act of Sept. 28, 1850, it is again recommended that a small cost be appropriated placing the cemetery in the same basis with other cemeteries, with a duly appointed superintendent, and that a portion of the regular appropriation for national cemeteries be made applicable for use upon the one in question. The conditions of the tenure of the sites of military posts in Texas, to which the attention of Congress was called last year, remains unchanged. The land is private property, generally located by speculators at low rates immediately after their occupation by troops. Extravagant rents are demanded, and as the law now forbids the War Department to purchase lands without the authority of Congress, the officers of the United States are in the position of trespassers, and the claims on account of these lands are unsettled. An act authorizing the Secretary of War to to acquire title to sites already occupied, and to purchase such as may be required in the future in this remote frontier, is needed to remedy this evil.

The sources and methods of supply for the army have since the war been gradually brought into close conformity with the customary usages governing in commercial transactions.

THE CHICAGO FIRE.

A terrible conflagration having laid in ashes a large part of the city of Chicago, the Subsistence Department was under telegraphic instructions from Gen. Sheridan, called upon to furnish and distribute rations for the sufferers by that calamity. Accordingly supplies were hurried forward from St. Louis and Cincinnati, but the munificent contributions by the people for their suffering fellow-citizens, soon poured into Chicago, from all quarters, so freely, that the issue of rations from the army ceased for the purpose by the Subsistence Department. The supplies sent to Chicago were, however, most opportunely there to meet a call for aid from the Governor of Wisconsin for the sufferers by the forest fires, when swept over a portion of that State. For this purpose, Lieut.-Col. Sheridan, under my authority, issued 1,000 rations, on Sept. 11, to be issued to Gov. Lucius Fairchild, "on condition that the State of Wisconsin will account for the stores at their value, if required to do so hereafter."

SUBSISTENCE DEPARTMENT.

Subsistence supplies, valued at $68,042 18, have been issued to Indians of the various tribes fitting the military posts on the frontier, or in their respective agencies, as part of which amount is returned to the appropriation for the subsistence of the army, and issues of subsistence stores to Indians have also been made to meet special emergencies to the amount of $103,197 90.

It is recommended to set a future, but not distant day, as a limit after which claims upon the Subsistence Department, under the act of July 4, 1864, shall not be presented in or considered, and another day, not later than twelve months thereafter, for the termination of all action by that office on claims under this law.

The wasteful assistant to each post-commissary is represented by the Commissary-General to be the greatest evil which the Subsistence Department has now to contend with in its important ministrations. To remedy it, I recommend that Congress authorize the appointment of as many commissary sergeants as the service may require, not to exceed one for each military post or place of deposit of commissary stores, to be selected from such non-commissioned officers who shall have faithfully served as such for three years, and in the army at least five years, whose duty it shall be, under the orders of the proper officers of the Subsistence Department, to assist in receiving, preserving, issuing, selling, and duly accounting for, under proper regulations, all stores pertaining to the Subsistence Department under their charge, and who shall receive for their services the pay and allowances of ordnance-sergeants. This would make a small addition to the enlisted force of the army, but would lessen the total expense of the Government for the support, as the subsistant cans and skill of well-selected commissary sergeants, the large quantities of stores now lost for want of such care and skill would be saved for issue.

MEDICAL REPORT.

The monthly reports of sick and wounded received during the year represent an annual average mean strength of 24,101 white and 2,494 colored soldiers. Among the white troops the total number of cases of all kinds reported on the sick lists was 41,875; the total number of deaths reported was 307. Among the colored troops the total number of cases reported was 2,514; the number of deaths from all causes reported was 54.

The Army Medical Museum continues to receive valuable contributions, which are at once properly prepared, mounted, and their histories recorded in the descriptive catalogue. The number of visitors to it during the year was over 17,000, many of whom were in search of information not attainable in any other quarter. Memoranda and photographs have been furnished, to assist in the decision of cases of applicants for pensions; and as the object of Congress in relation to maimed and disabled soldiers and pensioners; and as the extent of this collection becomes better known, its usefulness is widely increased, not only by affording opportunities for study to the professional man, but also in affording the ends of justice in supplying evidence of injuries in certain legal trials.

I unite with the Surgeon-General in the recommendation that the necessary legislation be had to provide for the publication of an edition of one thousand of the catalogue and tables of the anatomical section of the Army Medical Museum.

The first part of the Medical and Surgical History of the War was in a state sufficient for wardhose to lay before Congress near the close of the last session. By the wording of the act making appropriation for the continuation and completion of this work, its distribution is still to be ordered by Congress. The report of the Adjutant Station of Van Pugwee, Assistant Adjutant-General's Bureau is now in the hands of the Congressional printer, and in process of being printed.

My previous reports have called the attention of Congress to the large number of vacancies at present — fifty-nine — existing in the Medical Corps, and the injury to it and the service, resulting from the prohibition of appointments and promotions. It would require many years to fill the vacancies now existing, as the number of successful candidates rarely exceeds eight or ten in any one year. Numbers of the most desirable candidates, after waiting years for examination, have established themselves in civil practice. With the Army at its present standard of distribution as it now is, there is a constant and absolute necessity for a Medical Corps of the full number established by the act of Congress approved July 28, 1866.

THE PAY BILL.

The legislation of Congress at its last session has tended materially to encourage and improve the condition of the rank and file of the Army. The pay-bill carried the system of retained pay to those of all ranks, and no one can doubt the good effect of such a system.

ARMS AND EQUIPMENTS.

The appropriation for the manufacture of arms for the current year (1872-73) is limited in its application to such breech-loading arm as may be selected by a board of officers, now in session. Should the selection be so long delayed as to cause an unexpended balance of the appropriation to remain on hand at the close of the fiscal year, its reappropriation is recommended. The system in being once adopted, arms sufficient to supply the army and militia should be at once manufactured, and a large reserve should be accumulated year by year, for the exigencies of war; and, to this end, liberal appropriations will be required.

Reports from the field are all favorable to the use of revolvers using metallic cartridges.

Five thousand sets of new infantry equipments, combining the knapsack, haversack, canteen, cartridge-box, waist-belt, and the bayonet-scabbard into one system, have been made during the year, and issued to the troops for experimental trial. A sufficient sum is asked to supply the service with these equipments.

HEAVY ORDNANCE.

The Board on heavy ordnance, authorized by the act of June 6, 1872, have made their report, and measures have been taken to carry out its recommendations. The procurement and test of the guns recommended by them will, probably occupy a large portion of the whole of the year 1873.

Experiments have been made with the movement of cast-iron smooth-bore guns and iron carriages for the fiscal year. Ninety 100-pounder guns, besides 200 mortars, are still needed for our forts.

ARSENALS AND THEIR DISPOSITION.

Each of the arsenals east of the Mississippi River as can be spared should be sold, and the proceeds applied to the establishment of a large arsenal of construction and repair on the Atlantic coast, and the erection of suitable depots for the storage of the powder and nitre belonging to the Department. The means of rapid communication of modern times obviates the necessity of having an arsenal in almost every State of the Union, and the consolidation of several of them into one establishment would result in great economy to the Government, and promote efficiency. A proving and experimental ground for heavy ordnance is much required, and the purchase of a suitable site is recommended. The grounds at present used, at Old Point Comfort, Virginia, are inadequate to the wants of the Ordnance Department.

Suspension of the sale of certain arsenals has been directed until the opening of Congress, in order that the law requiring the sale may be so amended as to enable the Department to save the property from sacrifice in case of combinations of bidders. The act directed the sale of Apalachicola Arsenal, but that property had previously been granted by Congress to the State of Florida. The provision directing its sale should be repealed.

Some plan for settling the long-disputed claims for royalty on the arms that have been altered at Springfield Armory should be devised, and the attention of Congress is called to such legislative enactments as tend to deprive the Government of the inventive ingenuity of its officers and employes, by preventing them from receiving royalty or participating in profits derived from patents issued, made by them while in the United States service.

The Chief of Ordnance calls attention to the necessity for the repeal of the law prohibiting promotions and appointments in that corps. Congress, by an act passed at its last session, relieved the Corps of Engineers from the operation of the act approved March 3, 1869, and in my judgment it is now advisable that all of the staff corps created by the act of March 3, 1869, should have the same privileges extended to them.

THE ENGINEER CORPS AND ITS WORK.

During the past year the Corps of Engineers has been engaged upon the work for the defense of our coasts; upon river and harbor improvements and the surveys for them, and for the protection of the navigable waters of the United States against obstructions, whether from bridging or other causes; upon the geodetic and hydrographic survey of the lakes; upon surveys for the defense of the coast; upon military surveys and reconnaissances in the interior; upon geographical and geological explorations; upon public buildings and grounds in the District of Columbia; upon the construction of light-houses; and upon the demarkation of the boundary between the United States and Great Britain.

The work upon our coast defenses and fortifications has been prosecuted with vigor, and already a large number of positions for guns and mortars of the largest calibers, to be mounted en barbette and en paraprets, have been provided, while others are in an advanced state of construction. These works should be continued, as they are the basis of our harbor protections, and are essential for the efficacy of the accessory defenses, especially of torpedoes and obstructions, which form a part of our own system of defense.

The Battalion of Engineers, in its reduced organization, numbers 315 men, but retains its marked efficiency in drill and discipline, and furnishes the instruction to the cadets at the Military Academy in practical military engineering, as well as the officers at Willet's Point, the school for the torpedo-defense of our harbors and the guards and workmen for the distribution, care, and preservation of the bridge trains, and engineer equipments of the army. The appropriations asked for this depot and post are recommended to Congress, while the repeated recommendation of the Chief of Engineers, for the repeal of the seventh section of the act of July 15, 1866, taking from engineer soldiers the per diem granted to other troops, is approved.

The torpedo experiments, made under the immediate direction of Major H. L. Abbot, corps of Engineers, in charge of the station, have been brought so far to satisfactory completion as to devise a plan of torpedo defense in connection with the fortifications, simple in its working, certain in its application, and effective in its results, while at the same time our own shipping will not be endangered. An estimate for expending the appropriation, the whole or part of the principal harbors is submitted in the annual estimate for fortifications.

OUR RIVERS AND HARBORS.

The river and harbor works and the many surveys annually directed to be made in extending the system of improvement, have been carried on with skill, energy, and economy. The increased security and facility to navigation which these works of improvement have afforded, though many of them are only partially completed, have received a marked impetus in the amounts of the sum expended on the works, and the increase of commerce, with greater depth of channels, greater security in their navigation, and the saving of time in their use, adds millions annually to the wealth of the country, and increases the resources of the Government. New harbor lines, respecting the limits of improvements and surveys, reference may be made to the report of the Chief of Engineers, which contains a detailed account of the steps taken to carry out the provisions of the river and harbor bills, and the progress and condition of the works of improvement, of the public buildings and grounds in Washington, and of the Washington Aqueduct, works which have been carried on in a highly creditable manner.

The River and Harbor bill, approved June 10, 1872, appropriated the sum of $145,000 for payment to the Green Bay and Mississippi Canal Company in full for all claims to property and rights of property in and to the line of water communication between the Wisconsin River and the mouth of the Fox River, as were reported by the Secretary of War to the House of Representatives on the 8th March, 1872, to be needed in constructing such improvements of the said reported to the Green Bay and Mississippi Canal Company transferred the property to the United States, and the sum of $145,000 was paid to the company on the 25th of September last.

The construction of the bridge across the Mississippi River, at Rock Island, has been completed, and the bridge will be immediately opened for the use of railroad and general business. In conformity to the requirements of the act relating to bridging the Mississippi River, the one approved April 1, 1872, the other approved June 4, 1872, the proper site for the bridge at La Crosse and vicinity has been determined.

The River and Harbor bill, approved June 10, 1872, directed the Secretary of War to report to Congress at its next session, or sooner if practicable, the condition of the canal at the Falls of the Ohio River and the provisions necessary to relieve the canal from incumbrance, with a view to such legislation as will render the same free to commerce at the earliest practicable period. This report will be completed in time to be submitted to Congress at its meeting in December next.

The survey of the lakes has been conducted in a very satisfactory manner, the survey of Lake Superior having been completed, and that of Lake Michigan having been extended so far as to require probably but one more working season to complete it. Two parties have been in the field of survey; compassing the lakes Erie, Ontario, and Champlain, and the St. Lawrence River, have been equally successful as have been the meteorological and lake surface observations, which extend over the whole lake region.

EXPLORATIONS.

The geological exploration between the Sierra Nevada and the eastern base of the Rocky Mountains will probably be completed by the close of the present season for field operations. The results of this work are of the very highest value in the departments of geology, topography, and mining engineering. The explorations in Nevada, Utah, and Arizona was continued until December of last year, when a preliminary report of the results, affording valuable information for mining as well as for military operations and to immigrants, was submitted to Congress and published. The field-work, which, in addition to the usual subjects of observation, comprises the careful determination of an astronomical base, was resumed in Summer as soon as the appropriation was available.

In addition to these special works of exploration the officers of Engineers serving on the staff of the Generals commanding divisions and departments have made important reconnaissances, such as that of the Yellowstone River, the Big Horn, that of the Uintah Mountains, and have made many contributions to the topography of the Territories of the United States.

In compliance with the act approved March 19, 1872, authorizing the survey and marking of the boundary between the territory of the United States and the possessions of Great Britain from the Lake of the Woods to the Summit of the Rocky Mountains, four officers of Engineers were detailed for that purpose and ordered to report to the Secretary of State for duty. The survey is now in progress.

THE SIGNAL OFFICE.

The duties of the Signal Office in observations and reports for the benefit of commerce and agriculture have been continued throughout the year with gratifying success. Stations have been maintained at each of the principal lake, sea-port, and river cities. The display of bulletin reports, of reports at the river stations, giving the rise and fall of the principal rivers, of the large weather-maps showing, by changing symbols, the motions of the storms, and their reports by night and finally, at designated stations, the exhibition of drop or night signals, on occasions of supposed especial danger, has been regularly made. Since the date of the last annual report ten additional stations have been established within the United States.

A comparison of the tri-daily forecasts, or "probabilities," as they have been styled, with the meteoric condition afterward reported, and, so far as known, has given an average of sixty-nine per cent, as verified up to Nov. 1, 1871. Since that date to the present time, (Oct. 1, 1872,) the average of verifications has been 76 8-10 per cent.

The difficulty of telegraphic communication with the stations was greatest, and was most seriously felt during the months of July and August. It then not unfrequently happened that the most important and widespread of the great "probabilities," i. e., those drawn at midnight from the midnight reports, were made in the absence of any current telegraphic information at that hour due from the observers west of south of the Alleghanies. It is on this section on which the office is most dependent for the intelligence which suggests the meteoric changes impending in the Eastern, Middle, and Southern States, and upon the lakes.

The practical results of this branch of the service, with all its errors and imperfections, can be summed up. It is believed, in the statement that since the inauguration of its duties no great and continuous storm has traversed the territory of the United States, or raged along the length of its lakes, its gulf or sea-coast shores, as in their course much severe harm sometimes done, without fair and general premonition given at the great majority of points endangered to any who care to seek or heed them.

Since the date of the last annual report, arrangements were made with the Chief of the Dominion Meteorological Bureau of Canada for an exchange of reports with his office as rapidly as the system may extend in the Dominion. Arrangements of a similar description are contemplated for the exchange of observations by telegraph with various points in the West Indies Islands. These arrangements will be carried into effect, if possible, before the opening of the stormy Spring season.

WESTERN RIVERS AND LAKES.

Since Jan. 1, 1872, statements of the changes in the depths of water in the principal Western rivers, being in direct relation to the meteoric changes, have been reported daily from stations established upon those rivers. These reports are carefully prepared, and have been received with a marked degree of interest. It is hoped that, as the number of stations increases and communication with the proper authorities is organized, a portion of the great problem of the protection of the river commerce from ice and freshets, and of the low river levels from breakages and overflow, with the consequent disasters, will be solved.

Under the act approved June 10, 1872, the service before technically limited to the lakes and sea-coasts was extended throughout the interior, and many of the agricultural societies in the country have memorialized the appointment of permanent committees to confer with the Chief Signal Officer, and to take in conjunction with him such steps, or to recommend such action, as might be deemed desirable to accomplish the objects of that act. In addition to the committees above referred to, sixty-eight and boards of trade and chambers of commerce, and seventeen meteorological committees, which are in direct communication with the Chief Signal Officer.

THE MILITARY ACADEMY.

A personal visit to West Point and inspection of the operations of the Academy in June last, and the report of the Board of Visitors, whose investigations were very thorough, disclosed a satisfactory state of proficiency in discipline and study. Since my last annual report there has been no change in the system of discipline or mode of instruction, and no material improvements are voted in the form of stationery and postage stamps, which swell the amount received to a very large extent. Corruption has also a better chance for its work, as members' consciences are eased by the delusion that if the State does not pay them a fair compensation, they are justified in "making both ends meet" by receiving outside considerations. The experience of every legislator in that this temptation comes to him in numerous shapes, and if he yields once, the avenue is open to an unlimited debauchery of legislative honor and morality.

It is proposed to make the compensation of the members $3000 per session, and prohibit absolutely and arbitrarily all extras and incidentals of every kind whatever. This amount would be ample to pay the necessary hotel and incidental expenses of the session, and give them some compensation for the sacrifice of their business interests, often involved in consequence of the withdrawal of their personal superintendence. The State would also be vastly the gainer in the end, because a better class of men would be secured as legislators, and the tone and character of the body would be greatly elevated. Honest men of ordinary circumstances, who now cannot afford to accept the position, would then be willing to be candidates.

Massachusetts pays her legislators from $600 to $800 a man with a session larger by the sum of $200 each in 1872 than every other year, at the present pay it some six (including mileage for members), to from $16,000 to $20,000, and in some sess

THE SIGNAL OFFICE.

What "Old Probabilities" Has to Say About His Department.

Complete Exposition of the System of the Office —Interesting Details Concerning a Great Public Convenience.

The Chief Signal Officer reports that instruction in military signaling, telegraphy, and the duties of the service in relation to practical meteorology has been continued during the year at the school of instruction at Fort Whipple, Virginia, upon the plan related in his last annual report. A principal duty of the school has been the drill and instruction of the Observer-Sergeants and the assistant observers for the signal service. In the preparation for these duties each man is required to enter the signal detachment at Fort Whipple as a private soldier, and to pass after such a preliminary educational examination before he is put under special instruction. He is then given some knowledge of the theories of meteorology, and is taught the practical use of the various instruments, forms, &c., in use at the several stations of observation, while he is practiced at the same time in his regular drills of the service. When considered competent as an assistant he is ordered as an assistant observer to a station, where, in addition to perfecting himself in the practical details of the duties at the station, he continues his studies, reciting regularly to the Observer-Sergeant in charge. A service of six months in this capacity renders an assistant eligible as a candidate for promotion. He may then be ordered back to the school, to review his studies, and to appear for his final examination before a board of officers appointed for the purpose. Passing this examination he is promoted to the grade of observer-sergeant, and is considered competent to take charge of a station. This course has been followed successfully during the past year, and each man's fitness has been clearly determined by this probationary process on assistant before his assignment to a more responsible position. Lieut. Charles E. Kilbourne, Acting Signal Officer, has been in immediate charge of the instruction at Fort Whipple, and has labored assiduously in the discharge of his important duties.

A new and commodious hospital has been erected at Fort Whipple since the date of the last report. New quarters and a new house for the men, a guard-house, and stables, are in process of erection. The Chief Signal Officer recommends the early construction of new and substantial quarters for officers and a building for instruction purposes. These now occupied are in bad condition, and cannot be repaired. The report of Fort Whipple on Sept. 30, shows thirteen non-commissioned officers and ninety-six privates at that post.

The maintenance of the post of Fort Whipple, properly equipped as a school of instruction, is considered of high importance. The success of the signal service at its widely-scattered stations throughout the United States depends upon the rigid performance of the duties at this school, and the thoroughness of the instruction given and required of soldiers detailed for this service. The duties of soldiers detailed for this prominent duty of the post—increase each day in importance, as the utility of such duties is every where recognized in armies. The application of the knowledge gained by the discharge of these duties, with that of the other branches of the signal service, to the public benefit at the numerous stations, has been readily demonstrated.

In the Division of Telegrams and Reports for the benefit of Commerce and Agriculture, the service has continued upon the plans and with the organization minutely explained in the last report. Its value to the Dominion of Canada, heretofore referred to, has in the number of stations at which observations are now made, and from which reports are received, in seventy-two. Fifty stations have been thoroughly inspected during the year. The irregularities discovered and corrected demonstrate the necessity of frequent inspection and careful supervision of each station in each year. The inspections are yet in progress. Official applications for the establishment of 118 new stations have been received. From a detailed report of the operations of each of the established stations it appears that during the year a total number of 1,000 bulletins, for the different lakes, sea-coast, and river ports, and in the inland cities, a total number of bulletins, maps, &c., as follows:

Total number of bulletins	107,617
Total number of maps	208,558
Total number of Press reports	60,076

The tri-daily "Synopsis" and "Probabilities" have been regularly furnished to several Press Associations, and through them to the newspaper Press throughout the country. The wide diffusion given these reports by the relations established by the office with the Press is evidenced by the fact that it is estimated, comprising the number of copies published at each of the stations at which reports and bulletins have appeared, the aggregate number of copies of the reports furnished from this office which have been laid before the public has reached a total of thirty millions. This extensive publication has been without cost to the United States.

The interest of the hour at which the night telegraphic reports are received, has rendered it sometimes impossible to furnish the official deductions from the reports in time to be telegraphed "east and west from New-York, so as to reach the various cities in the Northern and western portions of the United States before the reports have been made sent to press. This difficulty has led to a change in the time of making and transmitting the night reports from the hour of 11:35 P. M. to that of 11 P. M. Washington mean-time. This change took effect Sept. 1, and is found to work well.

Prof. Cleveland Abbe, Assistant, First Lieut. Robert Craig, Acting Signal Officer and Assistant, and Prof. Thompson R. Maury, Assistant, have alternated in preparing the official deductions of the office, besides performing each other duties in connection with the reduction of observations. This arrangement has been found desirable.

The favorable expressions of scientific men, the popular credit given the publications of the office, and the surprise and almost irritation exhibited, if but any time they chance to be in error, as must sometimes happen, have sufficiently evidenced the anxiety of these observers, which has manifested in the discharge of their duties.

A comparison of the tri-daily forecasts, or "probabilities" as they have been styled, with the meteoric condition afterward reported, and, as far as known, has given an average of nearly eighty per cent. of verifications up to Nov. 1. Within that date to the present time, (October 1, 1872,) the average of verifications has been seventy-six and eight-tenths per cent. If regard be had to the close prescription verified, within a few hours after the issue of the predictions, this average percentage is considerably increased. The value of the tendency of telegraphic facilities during the year, and the great irregularities of the working, it was not anticipated that these predictions, based as they are upon the tri-daily telegraphic reports, would increase in accuracy. Whatever may be the conditions of the future, the present is an indication of what success may be with well organized and full telegraphic facilities. The difficulty of telegraphic communication with the stations was greatest, and was most seriously felt during the months of July and August. It then not unfrequently happened that the most important and well-digested of the "Press Probabilities," as they were drawn at midnight from the midnight reports, were made in the absence of any current telegraphic information at that hour due from the observers west or south of the Alleghanies. It is on this section on which the office is most dependent for the intelligence which suggests the meteoric changes probable in the Eastern States and on the lakes.

Three hundred and fifty-four cautionary signal orders have been issued during the year, for the display of the cautionary signal at any station being received a separate order. The signal was announced, as to be shown, whenever the winds are expected to be as strong as twenty-five miles an hour, and continue so for several hours within a radius of one hundred miles from the station." The percentage of the cautionary signals verified by the occurrence within a few hours after the display of the winds at the stations at which and the time the signal was exhibited, or within the radius of 100 miles from that port, is estimated to have been about seventy per cent. The instances of signals displayed, reports received, subsequent to the time when they have not been deemed necessary at the station where exhibited, or signal is wholly unnecessary, or forewarning proved false, or the danger has been averted on the side of caution. The delays such errors may cause are retrievable—the disasters of shipwreck are not. Since the 1st of July of the present year thirty-seven cautionary storm warnings, the separate of six different stations, have been displayed at different ports. Of these eleven have been cautionary, justifying the display of twenty-seven of the signals—a number of which four signals were displayed, was not considered dangerous.

It is not yet permitted to note what is expected from the establishment of telegraphic communication with the Bermudas, and what benefit to the service of the west there are not found many errors of omission, or that "Probabilities" have been given in all instances of danger. Local storms of narrow extent, or making their march in a few hours, only partly within stations or over too few only, and are not easily detected.

The practical results of this branch of the service, with all its errors and imperfections, can be augmented, it is believed, in the statement that since the inauguration of its duties no gross and continuous errors has wavered the territory of the United States, as traced along the lenses of its lakes, its gulf or seaboard shores, as in these courses such storms have sometimes done, without fair and general premonition given at the great majority of the points endangered to any who cared to seek or heed such.

A system in the announcement of the approach and force of storms can be attained only by correspondence in the number of stations and reports, and such control of telegraphic facilities as will insure the prompt receipts of these reports at any moment they may be desired.

What the vice of diminishing the expenses of the service, and, at safe extent, time, necessary, the power of suddenly increasing the number of stations from which reports are to be had in any section of the country which may at any season of the year be especially threatened by the storms whose at the different seasons seem to pass more frequently over particular portions of the territories of the United States, the organization of a monished corps of observers, has been commenced. This corps, which will consist of picked men, skilful, and chosen for their special fitness for the contemplated duties, will be equipped with portable apparatus, comprising all instruments they will be required to use at any station to which they may be suddenly ordered. The stations to be properly occupied in each section of the country, in reference to the storms to which that section is peculiarly exposed at particular seasons, will be previously arranged. It will be possible to occupy in this way the stations, as stations of report, with very great rapidity. The period of danger for which they may be occupied being passed, they will be abandoned and the force left free to be transferred for the protection on other sections, whose seasons of danger will be then approaching.

Soon after the date of the last annual report, arrangements were made with Prof. C. T. Kingston, of Toronto, Chief of the Dominion Meteorological Bureau, to communicate on official request the reports of that bureau, and in view of a considerable appropriation contemplated by the Dominion of Canada for the purpose of a system of observation and report similar to that existing in the United States, for an exchange of reports with his office as rapidly as the reports in each of the Dominion. In accordance with these arrangements telegraph reports are now received from seven Canadian stations. The observations are made synchronous with those at the United States, and are sent in the same order. These reports have been forwarded regularly to this office after receipt, and have proved of much value in connection with the lake region. Separate reports are furnished from Montreal by Prof. Charles Smallwood, Director of the Montreal Observatory. Returned reports are furnished by this office, as requested, to both Toronto and Montreal. The annual publication of precipitation, storm changes, and prepared with special reference to the Canadian ports, are sent to Toronto whenever any serious disturbance is indicated. A notable instance of this co-operation was had in the progress of the great storm of Sept. 25, 26, and 27, of this year. Warnings were given in advance at the lake ports of the United States, and similar warnings were at the same time telegraphed to Canada. The advantages resulting to both States from this arrangement are highly estimated. Cards from the customers of international comity and good-will incident to its exercise, to it is of a personal value. To the Dominion, located as it is, the exchanged reports received from the United States are essential to safety. To the United States the reports received from the Dominion are like those of vidette stations against the storms moving upon the lake region from the storied service considerable of the northern, middle, and East-ern States, and the adjacent sea-coast. The appreciation made by each nationality, without in any way loosening its value to the people who made it, is in effect supplemented by the sums similarly invoked by the cause to the mutual benefit of securing to both. It is to be hoped that this system may be extended in the Canadas, and the co-operation be yet closer, the union of the services becoming the first link in that grand chain of interchanged international telegraphic reports destined with a higher civilization, to bind together the final services of the world.

Arrangements of a similar description are contemplated or to be made for the exchange of observations by telegraph with various points in the West Indies Islands. These arrangements will be carried into effect, if possible, before the opening of the stormy Spring season.

Gen. Lawson Benson, of Barbadoes, is in correspondence with the Chief Signal Officer in reference to an extension of reports whenever rendered possible by the establishment of telegraphic communication. A reference to international exchanges of this character was made in the last annual report of the office.

A system of exchanges with foreign societies has been instituted during the year, and, on the part of the Signal Office, over 500 sets of tri-daily maps and bulletins have been sent abroad. Arrangements have been made to supply the proper reports to vessels whose officers will furnish the office with a copy of their observations. Fifty records have been received from the officers of the Pacific Mail Steam-ship Company, which will prove valuable in tracing the movement of the cyclonic storms before they reach the coast of the United States. Similar reports are invited from all ship-owners and others interested in commerce.

Since 3 a. m., 1871, enlargements or the changes in the depths of water in the principal Western rivers, being in direct relation to the meteoric changes, have been reported daily from all stations established upon those rivers. These reports are carefully prepared, and have been received in a manner highly creditable. New and various applications for additional reports and stations are under consideration. Experiments are in progress to provide a suitable self-registering water-gauge, and several designs are being tested to assure the best results.

The information thus collected and so conveyed to the commercial interests of the river and inland cities has been fully recognized by the local presses and the river populations. It is hoped that as the number of stations increases, and communication with the proper authorities is organized, a portion of the gauging of the rivers for the protection of the commerce from low and freshets, and of the lower river levees from breakage and overflow, with the consequent disasters, will be solved, and it certainly can be by the timely warnings which will be given.

By the act of Congress, approved June 10, 1872, the duty has imposed upon the Secretary of War of providing such stations, signals, and reports as might be found necessary for the benefit of agricultural and commercial interests" throughout the United States. The service before technically limited to the lakes and sea-coasts was then extended throughout the interior. In accordance with the provisions of this act, to it in part relative to the Department

The New York Times.

TRIPLE SHEET.

NEW-YORK, MONDAY, DEC. 8, 1873.

Amusements This Evening.

ACADEMY OF MUSIC.—MIGNON. (Italian Opera.) —Mme. Lucca, Miss Kellogg, Sig. Vizzani.

WALLACK'S THEATER.—OUR AMERICAN COUSIN —Mr. Sothern, Miss K. Rogers.

GRAND OPERA-HOUSE.—ROUND THE CLOCK.— Mrs. John Wood, Miss Emma Howson, Mr. John Brougham.

FIFTH-AVENUE THEATRE.—THE MERRY WIVES OF WINDSOR.—Mr. Charles Fisher, Miss Fanny Davenport.

BOOTH'S THEATRE.—ROMEO AND JULIET.—Miss Nelson, Mr. J. W. Wallack, Mr. Wheelock.

OLYMPIC THEATRE.—KENILWORTH.—Miss Lydia Thompson, Mr. Harry Beckett.

UNION-SQUARE THEATRE.—AGNES.—Miss Agnes Ethel, Miss Emily Mestayer, Mr. D. H. Harkins.

NIBLO'S GARDEN.—LEO AND LOTOS.—Mlle. Desset, Mr. Fiske.

TERRACE GARDEN THEATRE.—FRA DIAVOLO. (German Opera.)—Mme. Lichtmy and company.

BARNUM'S.—MUSEUM, MENAGERIE, and HIPPODROME. Day and evening.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES.—Afternoon and evening.

ST. JAMES THEATRE.—SAN FRANCISCO MINSTRELS.—Birch, Wambold, Backus and others.

BRYANT'S MINSTRELS.—ETHIOPIAN MINSTRELSY —Kelly, Leon, Bryant, Reed.

TONY PASTOR'S OPERA-HOUSE.—VARIETY ENTERTAINMENT.

ASSOCIATION HALL.—LECTURE on the French Language by Prof. E. Lambert.

STEINWAY HALL.—LECTURE by Mr. Edmund Yates. Subject: "The British Parliament."

The New-York Times.

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THE NEW-YORK TIMES,
New-York City.

Notice.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for use, but as a guaranty of good faith.

We cannot under any circumstances return rejected communications, nor can we undertake to preserve manuscripts.

To Advertisers.

☞ For the accommodation of up-town residents, advertisements for insertion in the TIMES will be received at No. 54 West 23d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

Congress meets today, and we hope that the members of it will approach their duties with an adequate sense of their responsibility to the public. It is usual to make some remark of this kind at the beginning of each session, but this year it means rather more than usual, for unquestionably the public expect more from their representatives than they have been in the habit of getting for some time past. There is now no pressing necessity for attacks on the Republican Party from men who profess to belong to it, and it is reasonable to suppose that the practical business of the country will receive thorough attention. It will not be a bad plan to settle this kind of business first, and then take up personal or other controversies afterward. This would be reversing the usual order of things, but the innovation is one of which the public would heartily approve.

Yesterday many references to Mr. GREELEY were made in the pulpits of our City, and it is needless to say that they were couched in a spirit suitable to so sad an occasion—in that respect offering a contrast to the tone of some of the newspapers, which are trying to get up a shameless brawl over an open grave. It is wonderful how these journalists love each other, and how well they behave when the eyes of the public are upon them. The pastime in which they are at present engaged is not an edifying one, and the public will pay respect to the memory of the man who was the only great editor among them, without in the least degree heeding their clamor.

None of the official reports which we publish this morning will be read with more general interest than the report of the Chief of the Signal Office. In a very short time, and in the face of the numerous difficulties which always attend upon new undertakings, the working of the office has been made efficient, and its results trustworthy. During the past year, weather reports have been constantly received from seventy-two stations, and 187,617 bulletins have been issued; but the most gratifying fact in the report is that seventy-six per cent. of the forecasts or weather "probabilities" have been verified. There can be no doubt that the Signal Office has been of great value to commerce and agriculture in giving notice of meteorological changes, and whatever legislation may be needed to increase its usefulness should be accorded by Congress. Those engaged in the labors of the office should certainly be permanently attached to it, and not be, as now, merely on detached duty, liable at any moment to be transferred to other duties in the army; and we hope the suggestion of this reform made in the report will receive prompt attention.

In his capacity of King of Prussia, the Emperor WILLIAM has done what most foreign critics predicted he would not do—packed the House of Peers in order to pass the Counties Reform bill. It was generally supposed that some fifty or sixty new Peers would be required to overcome the Conservative majority. Twenty-five seems to have sufficed, making the measure rather less revolutionary in appearance, though quite as revolutionary in substance. It is quite possible that the foreign critics may prove right in pronouncing the packing of the Herrenhaus to be "a stupid expedient," wounding the pride of the assembly without permanently modifying its character. It is also possible, however, that the Government may use these new Peers for the purpose of passing measures still more radical than the County Reform bill—such, for example, as a bill abolishing hereditary legislators altogether, and substituting in their stead an elective second Chamber, like our Senate. This is the only conceivable way of finally terminating the struggle between crown and nobility.

How figures can be made interesting, is shown in the report of the Commissioner of Internal Revenue which we present this morning. The increase of revenue derived from articles on which the tax has been left unaltered, is evidence of the prosperity of the country, and of constant improvement in the machinery of collection. Commissioner DOUGLASS makes some suggestions concerning the consolidation of collection districts that will doubtless receive attention in the report of Secretary BOUTWELL. The subject is one of great importance, as the national interests demand as large and speedy a reduction in the number of Internal Revenue officers as it is possible so make.

The Department Reports.

That review of national affairs which is laid before Congress at the opening of each session in the documents accompanying the President's Message, will be found in large part in our columns this morning, in the reports of the Secretaries of War, of the Navy, the Interior, of the Postmaster-General, of the Commissioners of Internal Revenue, and of Pensions.

With the exception of some important recommendations, these reports are merely condensed histories of the operations of several branches of the Government during the year, but they are, chiefly for that reason, worthy of careful perusal. They present in an official and connected form those facts from which the Administration has been judged, and which, as is well known, show the substantial progress that the nation is steadily making, and the general prosperity that prevails. The view, therefore, which is obtained of the condition of affairs from these reports, is a vindication of the past and an encouragement for the future. There is nothing going very wrong with a people when the heads of the several Executive Departments of the Government are able to present at the close of the year such facts as are contained in these documents. There are, indeed, suggestions of heavy public burdens, but side by side with them are convincing proofs of the ability of the nation to bear them. While we have such disagreeable facts as that the Post-office cannot be made self-sustaining—the deficiency in the year ending June 30, 1873, being $3,749,705 94, and that for the year ending June 30, 1874, being estimated at $6,310,505—we find, on the other hand, a decrease in the expenditures of some of the Departments, and a general effort to practice a wise economy in the collection and application of the public revenues.

There are some recommendations made in these reports which will claim candid inquiry and careful consideration when Congress comes to act upon them. Mr. CRESWELL deals more largely than either of his associates in suggestions of changes. Having again urged the abolition of the franking privilege, he argues at length and with some ardor in favor of his scheme of postal telegraphy; indeed, he is so earnest, and deals with the subject in such detail, as to betray his fear that public opinion is against him. We have heretofore expressed our views on this hobby of the Postmaster-General, and can find nothing in his facts or his deductions to alter our belief that the project is one which the Government would do well to avoid. This scheme of the Secretary ought to receive little of the attention of Congress, so long as the more important and feasible objects suggested both by himself and the other heads of Departments remain to be accomplished.

Nothing presented in these reports is deserving of more prompt consideration than the declaration of Secretary ROBESON, that "without new material our cruising navy will soon pass entirely away." While the people will not favor a very large naval force, they do not desire any such condition of things as the Secretary says is imminent, and the remedy he suggests will, doubtless, in its leading features, be approved by the country. Secretary ROBESON also presents the claims to consideration and further appropriations of the Interoceanic Canal surveys, and of the experiments with steam boilers with a view to discover the means of preventing explosions. Secretary BRISTOW also urges the necessity of needed reforms in the laws regulating the administration of the War Department, some of which may seem of minor importance, but experience having shown them to be essential to the efficiency of the Army, they should have due attention. Secretary DELANO deals at length with the Indian problem, and presents an array of facts which fully vindicates the policy which President GRANT has adopted. Naturally, wisdom has been gained by experience, and better results are expected from that policy than have yet been attained. Mr. DELANO further furnishes us with the gratifying information that the Patent Office is self-sustaining, and gives us a vivid reminder of the great struggle through which we have passed, in the fact that our pensioners number 232,936, and that their claims absorb $65,480,576 per annum.

We reserve comment upon many other matters of interest contained in these reports. In the great mass of details which we place before our readers this morning, may be found information which every citizen desiring to have an intelligent idea of the conduct of affairs should possess. But principally because they contain many facts which must have great weight in determining many reforms which are yet imperatively needed, we hope they will not fail to obtain that full share of public attention which they merit.

Mr. Froude's "Last Word."

It is not difficult to understand and appreciate the enthusiasm which Mr. FROUDE awakened in his audience of Saturday evening. About the practical utility of the mission with which he charged himself there may be two opinions; about the high-toned honesty of purpose, and the courageous devotion to truth and justice which dictated it, there can be but one verdict possible. Mr. FROUDE has set many people thinking about the real causes of Irish discontent who had the faintest possible conception of them before, and has given many others an insight into what are the conditions of historical truth, and what are the methods of the honest and earnest student of the recorded past, sufficient to constitute a genuine contribution to the intellectual development of the average reading public.

To such general services of an educational kind, must be added the sensible check which Mr. FROUDE has given to the possibilities of Irish agitation on this soil. It is true that the historian hardly appears to have comprehended how thoroughly Americans understand their Irish fellow-citizens. We can study Irish character any day as minutely amid the shanties around the Central Park as we could in the mud-cabins of Connaught. The "land hunger" of the Irish peasant, his shiftlessness, his low ideal of comfort, his ready wit, and his superstitious kind of piety are all so faithfully daguerreotyped at our very doors as to leave nobody who cares to understand the matter any excuse for ignorance. Then that Celtic gregariousness, that unfaltering and unreasoning devotion to the head of the tribe or the clan, which has been for generations the glory and the curse of the Irish people, has had its counterpart in New-York as well as in Munster. Government through a "Boss" is the ideal of social order entertained by the average Irish laborer of this City, just as the leadership of a Kildare or a Desmond was a kind of divine ordination to the Kerne of two centuries ago. It has been the fate of the Irish masses to be betrayed, cheated, and preyed upon by their ancient chiefs as by their modern demagogues. American politicians of the baser sort have not been unmindful of the arts by which the confidence of a generous and impulsive people has been abused, to the profit of those who traded on their credulity. We understand the vitality of the custom of "coyn and livery" all the better from having seen Fenian "generals" splendidly equipped and luxuriously maintained out of the hard-won earnings of Irish servant-girls and hodmen.

But seeing and knowing all this, a large section of the American public failed to appreciate how honest had, in many cases, been the efforts of the English governors of Ireland to do justice to their peculiarly intractable subjects. Mr. FROUDE has given the thinking portion of this community a firmer grasp of the continuity of Irish history than it had before, and in doing so has rendered it more difficult in the future for the mere agitator to get his rhetoric accepted for reasoning and his legendary myths for ascertained facts. The great historian has shown how possible it is for an educated Englishman to unite a cordial appreciation of all that is noble and lovable in the Irish character, with a keen perception of the causes of Irish misfortunes and an ardent desire for the rendering of unstinted justice to a country for whose discontent England has much to be responsible. His frank appeal for the sympathy of Americans with such a desire has not assuredly gone without its response. Though it can hardly operate in the way he anticipated, though it may not have much immediate effect upon relations which need a change of mutual feeling rather than an adjustment of logically-drawn convictions, yet, in one way or other, Mr. FROUDE may rest assured that his labor has not been wholly in vain.

Now that Mr. FROUDE has discharged a duty which he regarded as equivalent to a moral obligation, can he not be induced to widen still further his circle of American admirers by lecturing upon some of the other historical or social subjects with which he has shown himself so competent to deal? The zest of the reading and thinking public has been whetted by his Irish lectures for a fresh display in another field of the intellectual fearlessness and the wonderful power of picturesque grouping of details possessed in a very eminent degree by Mr. FROUDE. We trust it is not too late for Mr. FROUDE to introduce a new course of lectures.

Three Journalists.

The great trio of New-York journalists, who for more than a score of years rivaled each other for professional ascendency, and who together stood unrivaled in the country, have all gone to their last home. The youngest of the three, the gifted and generous RAYMOND, of the TIMES, died earliest, preceding by three years the closing scene of his older contemporaries. The wonderfully energetic and richly rewarded BENNETT, of the *Herald*, and the yet more remarkable example of journalistic ability and devoted earnestness, GREELEY, of the *Tribune*, died within a few months of each other in the present year.

These great men—for they were all truly great, judged by the impress which they left upon their most important and influential profession—were as unlike each other in every other characteristic than determined journalistic energy, as it would be possible to point out in any other three men of equal public prominence. These constitutional differences, so to speak, or differences of temperament or genius, or if you please, of social organization, so far from qualifying the sharpness of competition, gave edge, if not zest, to their rivalry.

Mr. RAYMOND was by all odds the most brilliant of this distinguished trio; the most prodigious in ripe, not to say rare scholarship, and its application; certainly the most profound, if not the most versatile. It was, perhaps, owing to this varied ability that he was less tenacious than Mr. BENNETT of the single purpose of successful journalism. But his earnestness was equal, and his pride in the hope of the profession as great, to say the least, as that of either of his contemporaries. His early labors on the old *Courier and Enquirer* were incessant, and his editorial leaders were the most finished and best pronounced political arguments of that excited party period. When the TIMES was founded in 1851, this sort of labor was redoubled, and for eighteen years thereafter, year in and year out, his first object, above all the honors and excitements of Legislative and Congressional life, was constantly to add new improvements to the establishment, and to place the TIMES at the very head of American newspapers.

Mr. BENNETT, we have intimated, was especially tenacious to the one object of making the *Herald* a success in every sense. His purpose, through a long career not unchecked by vicissitudes and wide-spread hostility, would know no shadow of turning, even in his greatest prosperity. He sought no political honors or leadership at home, or abroad. The *Herald* alone was as the apple of his eye, and it is not to be questioned, now that its great ruling spirit is no more, that he succeeded in making it the wealthiest printing establishment in all the land, and dying in the harness of its service, left it a legacy, valued by millions, to his only son.

Mr. GREELEY was the widest known of the three by reason of his earnestness in the work of educating his newspaper readers to his particular opinions, which he made the opinions and mission of the *Tribune*. His views in regard to slavery, his convictions on the Tariff, and later, and until recently, his support of the Republican, as the acknowledged Anti-slavery Party and the party of progress, amounted to a species of propagandism; and his vast army of readers in the New-England and Middle States, and in the great West, accepted his lessons and appreciated his journalistic services accordingly. The lessons were, in the main, sound, and were enforced from apparent conviction, and often with equal ability and enthusiasm, as well as persistency. Being taught and accepted in this spirit, they could not be unlaught or abandoned, or even waived, in the recent canvass, because of the candidacy of Mr. GREELEY himself on a different or less pronounced platform. His tact and success as a great journalist, that is in making a popular Metropolitan newspaper, were scarcely less conspicuous than his political leadership, and the feature of the *Tribune* which for thirty years gave it, perhaps, its most distinguished prominence was its editorial page. This was, in Mr. GREELEY'S best days, earnest, trenchant, and always readable. He cared less for the money rewards of his profession than for its acknowledged success, and for the personal admiration which that success insured. The same, in a qualified sense, might be said of Mr. RAYMOND. He, too, was less ambitious of wealth than success, while the applause of the public and the warm appreciation of the readers of the TIMES created a feeling of gratification less akin to vanity, or less likely to manifest itself, than in the case of Mr. GREELEY, although either might well be pardoned the amiable weakness of truly great and successful men. It is not possible that three men should ever be so prominent in the world of journalism again.

Outlawed Claims.

We do not see why Uncle Sam should not be allowed the privilege, enjoyed by all his subjects, of pleading the Statute of Limitations in bar of the thousand and one old claims that are constantly being trumped up against him. To be sure, the worthy gentleman cannot be sued in a Court of law to enforce payment of the debts due, or said to be due, from him; but something, we submit, may be safely trusted to his sense of honor and fair dealing. He has hitherto borne the reputation of being just, and even generous, to his children, so far as his means would permit; and, if there are any old outstanding claims that have not yet been liquidated, it is fair to presume that they have not been backed up by a solid basis of equity. At any rate, it does not seem to be quite the proper thing, now that Uncle Sam is slightly hampered with debt, incurred in preserving the very existence of his family, to remind him of old obligations, which, if they were ever owing at all, were owing to other and different parties from those who now press them with such zeal and persistency.

Here are these old French spoliation claims, dating back prior to the beginning of the present century, and now, as appears from a meeting of the hereditary claimants, held in this City on Saturday, about to be revived and pressed before the present Congress. If there is justice and equity in these claims, they ought to have been, and probably would have been, settled half a century ago. The persons who were injured by these spoliations are long since dead, and most of their children have followed them. It would doubtless be a pleasant thing for the three or four hundred grandchildren or great-grandchildren to receive ten thousand dollars each out of Uncle Sam's treasury; but if any one of them were called on to demonstrate how, or in what manner, they had been injured by the French spoliations on their great-grandfathers' property, seventy-five years ago, they would be puzzled to make out a case. It is barely possible that there may be individuals, now poor, who would have been rich but for these spoliations of their ancestors; but to undertake to make out an equitable claim against the United States Government on such hypothetical possibilities, would be carrying the doctrine of "consequential damages" to a point bordering on the ridiculous.

Besides, if the precedent were set of paying these claims, there would be no end of it. There is among the earlier creditors of Uncle Sam a much more deserving class than these claimants to indemnity for French spoliations. The descendants of the soldiers who fought the battles of the Revolution, and were paid off in worthless Continental obligations, might put in a far more equitable claim. If the Federal Government is to assume the task of payment of its old debts, it should commence with them. These French spoliation claims have been before Congress at intervals, for nearly three-quarters of a century, and have been duly considered and rejected by the representatives of all political parties that have held sway in the Government. If no Congress could be prevailed on to pay them when the country was out of debt, and the Treasury unburdened, it can hardly be expected that they will meet with more favor now when the nation is staggering under a load of two thousand millions of indebtedness. And yet there is no knowing what new light may be thrown upon the case by the modern appliances that are brought to bear on legislation. There may be a potency in the arguments of the lobby that was unknown to our fathers fifty years ago.

Precautions for a Great Fire.

We have, on previous occasions, pointed out that the ravages of a great fire are recklessly invited by the numerous lumberyards on the east side of this City, and by the utter disregard of the ordinary conditions of safety shown in permitting the existence of frame buildings in crowded and dangerous localities. We print to-day, in another column, some facts in regard to the condition and contents of several blocks in the neighborhood of Maiden-lane, Front and Water streets, from which it will be perceived that public neglect has allowed in this quarter the collection of a magazine of inflammable materials, such as the exercise of the most diabolical ingenuity could not have surpassed. The buildings of this section, commonly known as the "oil district," have first had their floors and timbers thoroughly dried throughout nearly two generations of occupancy by some of the leading commercial houses of old New-York. As these went out, the oil men came in, and the dry rot of the old warehouses and dwellings was arrested by the copious soaking of spilt grease, kerosene, petroleum, and all the other animal, vegetable, and mineral oils known to a rapidly developed and quickly expanding trade. The buildings in question, including at least a hundred oil and grease warehouses, never had the slightest pretensions to be fire-proof. The chief distinction they can claim now is, that they would burn longer, more brightly, and more fiercely than any other section of this, or, perhaps, of any great city in the world. Their cellars and first floors are calculated, with perfect certainty, to burn "like pine-knots," while in the attics such invaluable aids to a destructive fire as loose rags and rolls of tarred felt are stored with the closest attention to securing splendid pyrotechnic effects.

Given a chance spark, an "accidental" explosion of kerosene or gasoline, a quiet hour of the day or night, and a fresh south-east wind, and the "oil district" of New-York will start such a fire as will throw that of Boston in the shade, and so far to rival the great disaster that overtook, by means far less obvious, the City of Chicago. It is no exaggeration to say that the very possible association of such conditions as these, would sweep nearly the entire area occupied by colonial New-York, and might not improbably leave hardly a block untouched east of Broadway and south of the City Hall. Along the river front, we could not bring the force-pumps of a single floating "steamer" to bear upon such a fire. We have not pressure enough of Croton to rise to the third stories in that region, and with the extraordinary drain which would be made upon the supply in the event of a huge fire, the force of water would be ridiculously inadequate to cope with the destroyer. The outlook is by no means pleasant, but it is better to look at it before than after the event. The whole subject of precaution against fire in this City has been grossly neglected, like all other points of local administration. Tammany rule has not only left New-York poorer, dirtier, more subject to the ravages of disease and pestilence than ever before; it has also left large sections of it in a condition as dangerous to life and property as if they contained exposed powder-magazines. Half measures are of no use against such evils; the tinkering of Corporation ordinances, and the confident assertions of incompetent Fire Commissioners, will hardly serve to reassure a public which has once fairly comprehended the dangers to which its property and business interests are exposed. There must be a radical reform in the means of preventing great fires, as well as in the appliances for meeting them; and these subjects cannot too soon receive the attention of the authorities competent to deal with them.

The Second Installment of the November Air-Wave.

The rapid development of Winter over the whole country seems to connect itself with the great aerial phenomenon recently announced by the Signal Service. In the first report on the "November atmospheric wave," it was said that it would probably repeat itself in successive undulations, rolling over the country from the Pacific to the Atlantic Slope. This prediction has now been verified. The immense mass of air which passed over the Rocky Mountains and parallel chains on the 14th of November found these icy and snow-mantled ridges cold enough, at least in their loftiest parts, to wring from them their oceanic moisture; and after passing over to the Great Plains, they fell with as intense cold upon the latter, and upon the country far eastward, as is precipitated by the Puna winds of the Andes on the Peruvian country below. The excessive low temperatures of eight, ten, and even more degrees below zero have for several days been reported from the West. The thermometer at Pembina even went as low as minus 36°; and the great aerial wave (which probably originates in the Southern hemisphere, and thence is propagated aloft into the Northern Pacific Ocean) reeked of its enormous reservoirs of heat and moisture, now inundates the entire continent this side of the Mississippi River. The heat which it brought from the warm waters of the Pacific has evidently been lavished upon the Pacific coast, and absorbed, in the condensation of its vapor, over the western slopes of the Rocky Mountains.

This remarkable and interesting fact is borne out by the telegrams, which report comparatively high temperatures as far east from the Pacific as the meridian of 100°. From this line to the Atlantic, intense frosts prevail, showing that the aerial movement is from the far West in a descensional one. If this be the correct view, we shall have to regard the source of our Winter cold as not wholly confined to the polar latitudes, and accept the view of Sir JOHN HERSCHEL and others, that the Winters come from the West rather than the North.

MINOR TOPICS.

The London *Spectator* has compiled a list of the wealthy Englishmen who have died during the last ten years. From this it appears that between 1863 and 1872, ten persons have expired, in Great Britain leaving an aggregate more than a million sterling. During the same period, fifty-three people have died worth half a million, and one hundred and sixty-one leaving more than a quarter of a million sterling. These figures refer solely to what is called "personalty," in English probate records, *i. e.*, actual hard cash, or its equivalent in bonds, stocks, business interests, furniture, pictures, &c. The fortunes represented by the great and small landed estates transmitted during the same period are not included in the statistics referred to. A century ago, there was probably not a man in England who possessed the equivalent, in any form, of half a million sterling. Clearly, large fortunes grow in the British Isles, whatever else may be becoming stunted.

The burning of the building known as Lina Edwin's Theatre is not without its consolations to the public. Those who were familiar with the internal arrangement of that theatre are aware that it was one of the most dangerous man-traps in the City. Had it taken fire when filled with people, there would have been a frightful slaughter, for the means of egress were so few and so wretchedly arranged, that in case of a panic, they would have been almost useless. Theatre burned when no one was in it, is a matter of congratulation, for, had it remained open as a place of amusement, it might, sooner or later, have proved the funeral pyre of scores of men and women. There still remain other theatres which are by no means as safe as they should be, and their reconstruction, with a view to the providing for the safety of an audience in case of fire, ought not be delayed a day longer.

Mr. KELSO is just now exhibiting an activity in the suppression of certain forms of vice which, it is to be hoped, is not due to a merely temporary and spasmodic thrill of official virtue. His first attack on the concert-saloons was generally regarded as a most ostentatious exercise of authority over the wretched waiter-girls, but he subsequently followed it up by the arrest of the keepers of those dens, and has by this means perceptibly lessened the number of such haunts of vice in our principal thoroughfare. On Friday the Police made a raid on the policy-shops, in which the poor are robbed of their earnings, and arrested a large number of persons engaged in that villainous trade. For this activity he deserves commendation, and should he persevere in the path he has entered, he will unquestionably receive it. At the same time, the public does not forget that a similar raid was made some months ago on the policy-shops, and that nothing came of it beyond the closing, for a brief period, of the pernicious places which on Friday were, and had been for a long time, in full operation.

The astonishing case with which municipal authorities can go from bad to worse in naming streets has just been painfully illustrated in Cleveland. Having nothing else to do, as we are distinctly informed, the City Fathers proceeded to change the names of certain streets, and, as a consequence, there are streets in the city now burdened with such names as Otter, Corn, Rice, Duty, Marine, Tin, Silver, Ætna, Sugar, Nursery, Lucas, Coon, and Minerva. Very many of those upon whom the duty of naming our streets and places has devolved, have struggled earnestly and with great success to be absurd, but none of them have ever surpassed the authorities of Cleveland.

The proprietor of a Brooklyn barroom was, the other night, astonished by a most extraordinary visitation. Just as he was about to put up his shutters, two men entered the room, and, without saying a word, immediately began a desperate fight, which they continued in complete silence. The proprietor succeeded in temporarily parting them, but the moment he turned his back, they resumed their struggle. He looked on in utter amazement, while the speechless strangers pounded each other, fell over his furniture, and broke whatever fragile articles came within their reach. He finally went for a policeman, but, on his return, found that they had vanished. Had it not been for the broken glass and furniture, the policeman would probably have doubted the man's story; but, convinced by this evidence of the fray, he went in pursuit of the fighters, whom he finally arrested, and who, consistent in their mysterious speechlessness, declined to give any explanation of their conduct. If unknown men are to enter casual Brooklyn bar-rooms, and silently bruise each other, without giving the proprietor the satisfaction of an explanation, bar-keeping in Brooklyn will lose its charms.

The Fate of a Swedish Arctic Expedition.

A Copenhagen letter states that great fears were entertained for the safety of a Swedish expedition, sent out under the direction of Prof. Nordenskiöld, the well-known Arctic explorer, with the view of passing the Winter at Spitsbergen, and discovering from that starting point the open Polar Sea. In the last days of August the expedition, consisting of three vessels—the Polhem, Gladan, and Ostad Adam—was at the Norwegian islands on the northern side of Spitsbergen, and, as the north-eastern island of the Archipelago was unapproachable on account of ice, the leaders resolved to enter the Hinlopen Strait, between that island and Spitsbergen, with the view of reaching Lommedey. The Polhem, with the Gladan in tow, was seen so pass, on the 1st of September, Verlegenesuk, the northernmost point of Spitsbergen, in 80° 30' degrees latitude, and two days later the Ostad Adam passed the same point. It was the intention of the leaders to make Lommedey their Winter quarters, and to refill their the Gladan and the Ostad Adam would have had to unload their cargo and return as soon as possible, only the Polhem being provided for wintering. But a telegram, sent on the 20th of October, from the Governor of Tromsö to the Norwegian Department of the Interior, stated that nothing whatever had been heard since the beginning of September of the two vessels, and it was feared that they were, together with six Norwegian sealers, caught by the ice. If that should be the case, it was supposed that the men had left the vessels and taken to the boats, and that they had scarce refuse to the western coast of Spitsbergen, where they had some chance of finding as yet open water. As

AMUSEMENTS.

Musical.
ITALIAN OPERA.

"Mignon" is to be done at the Academy of Music this evening by Mmd. Pauline Lucca and the remainder of Mr. Maretzek's artists. We append the cast of the opera, the performance of which is awaited with some curiosity:

Mignon.....Mme. Lucca.
Filina.....Miss Kellogg.
Federico.....Scheetz Quist.
Gartano.....Signor Vizzani.
Lotario.....M. Junca.
Laerte.....Mr. Lyall.

OPERA BOUFFE.

With the present week the sojourn of Miss Lydia Thompson and her company at the Olympic Theatre will terminate. On Monday next a brief series of representations of "Sea Nymphs" is to be commenced by Miss Alinda, Mlle. Juteau, and the artists whose performances at the same house were recently commented upon in this place. The opera selected for rehearsal on the opening night is "La Belle Helène." On the Monday following its revival, a Review of the newest of new opera bouffes, which bears the title of "Lee Cent Vierges."

GERMAN OPERA.

The season of German opera at the Terrace Garden Theatre continues. This evening "Fra Diavolo" is to be sung, and a change of programme is announced for the succeeding Wednesday and Friday.

SATURDAY POPULAR CONCERTS.

A series of fortnightly popular evening concerts, to occur on alternate Saturdays, will be entered upon this week at Steinway Hall. Mr. J. H. Bonawitz, an efficient and industrious musician, as well as a finished pianist, is to have control, musically, over the intended entertainments.

Dramatic.
SPECTACLE AT NIBLO'S.

The first performance of "Leo and Lotos" at Niblo's Theatre, on Saturday, passed off smoothly, and terminated, as mentioned in the paragraph printed in yesterday's TIMES, to the delight of a very large audience. A week's representations of "Leo and Lotos," and considerable excision of dialogue and incidents, will enable one to select from an endless succession of bright pictures, an immense variety of dances, and a thick score of music, scenes, steps, and songs deserving of special mention. The impression of the first rehearsal was, however, puzzling rather than bright, and confusing, rather than definite. It is not particularly that most opera-goers should be as they are, hopelessly ignorant of the story of Verdi's "Il Trovatore;" but total absolution may be granted, in advance, to frequenters of the theatre who do not attempt to fathom the mysteries of the plot of "Leo and Lotos." The scenario is, without doubt, one of the poorest ever supplied to the scenic artist, assuming, of course, that the author was desirous of awakening in the spectator a slight interest in the words and action of his characters. As a means of connecting the tableaux, which are as plentiful as to leave little or no room for lessons to the suggestive or explanatory text, most admirers of spectacular pieces will, however, deem it an acceptable contribution to the literature of which the earliest edition of "The Black Crook" is a standard play. These persons, who form an important part of the public, will scarcely quarrel with the writer of "Leo and Lotos," and will expect to derive pleasure from music, sets, and costumes. They will not be disappointed. As we said above, we shall not at present review the manifold "attractions" of "Leo and Lotos," but pronounce the pageant one of the showiest ever beheld. It is full of vivacious and unhackneyed scenes, for the selection of which credit is due to Mr. Conolly, the new leader of the orchestra. It abounds in ballets, in which Mme. Kanti Lanzoni, and Mlles. Pitteri, Lupo, and Adrienne outshine the humbler corypheés in beauty, grace, and quickness. It is rich in marches, countermarches, and groupings of lovely Amasons. And it unfolds a long series of fine scenes, in almost all of which delicacy of coloring is observable in a degree rarely attained in the canvases prepared for spectacular entertainments. Hereafter, we shall try to refer to the remarkable sets. "The Palace of Jewels" and the "Transformation Scene" linger, now, in our minds, as the most elaborate in the long panorama unrolled on Saturday, and several views of Paris under the Commune, from the brush of Mr. Matt Morgan, are fresh in our memory as finished and forcible paintings. The acting in "Leo and Lotos" is somewhat below the not exalted plane of histrionic efforts previously noticed during the several "runs" of "The Black Crook." The singing, happily, is superior to that which we have been accustomed to, and the engagement of Miles. Dixon and Rosetti, though not effected *malgré* the announcements with artists from La Scala or Les Italiens, is one upon which the management is to be congratulated. That entered into with "Young America," a child-violinist, whose playing is faultless in point of tune, time, and phrasing, is also worthy of the judiciousness of Messrs. Jarrett & Palmer, and it will surely be a profitable one, if the demonstrations of gratification subsequent to the lad's performance on Saturday are taken into account. We have a firm abiding faith in the destiny of Mr. Collard, a dwarf-singer, with a voice small even for a pigmy among tenors, and we do not know where a smaller voice could be sought. But of Mr. Collard's assertions and of those of the other members of the company, we shall speak hereafter. "Leo and Lotos" will be acted, we must add, until further notice.

UNION-SQUARE THEATRE.

"Agnes" has almost reached its one hundredth representation at the Union-square. The one hundredth performance of M. Sardou's play will be its last during the present season, and with it the engagement of Miss Agnes Ethel will terminate. Of the work and the actors we have already written. In symmetry and smoothness the recital of the piece has, of course, gained largely with each representation; and the superb setting of "Agnes" is now as artistic and as brilliant as ever.

FIFTH-AVENUE THEATRE.

"The Merry Wives of Windsor" are to be withdrawn from the bills of the Fifth-avenue Theatre after the present week. For Dec. 15, the first performance on the American stage of a play adapted from the French by Mr. T. B. De Walden, and called "The Baroness," is promised. The début of Mrs. C. J. Abbott in professional life is to be coincident with the earliest hearing of the play.

BRIEF MENTION.

Miss Neilson will appear in "Romeo and Juliet" to-night, to-morrow, and Wednesday, Thursday, "As You Like It" will be acted, with the lady in the rôle of Rosalind. At Wood's Museum, Mr. Johnny Thompson will this evening appear in "Out Hand." Two pieces afford Mr. Thompson numerous opportunities for showing the versatility which is so conspicuous an element of all his personations.

Miscellaneous.

MR. STANLEY'S LECTURES.

Mr. Henry M. Stanley, whose travels in Africa have not lacked rehearsal during the past few months, is to appear as a lecturer at Steinway Hall on to-morrow evening. Mr. Stanley's adventures will wear all the gloss of newness unrelaxed by the hero himself, and the announcement that he will review them in public cannot fail to attract a large and curious audience.

MR. YATES' LECTURES.

Mr. Edmund Yates is to lecture this evening at Steinway Hall, on "The British Parliament," under the auspices of the Mercantile Library Association. Mr. Yates' close observation of English society and politics will naturally enable him to give his audience a crisp and satisfactory description of the course of legislation in Great Britain, as well as numerous sketches of leading members of both Houses.

THE NAVY.

Secretary Robeson's Report on the Condition of Our Fleet.

The Ships and Their Stations—Iron-Clads—The Interoceanic Canal—Navigator Islands—Experiments on Steam-Boilers—Navy-Yards—The Torpedo System.

The following is the annual report of the Secretary of the Navy on the operations of his Department for the year 1872:

NAVY DEPARTMENT,
WASHINGTON, Nov. 28, 1872.

SIR: I respectfully submit the following report of the Navy Department, and of the naval service for the past year.

The Navy of the United States numbers 175 vessels, carrying 1,377 guns, exclusive of tenders:

- 49 steamers, 229 guns.
- 31 sailing-vessels of all classes, 320 guns.
- 21 iron-clads, 127 guns.
- 38 tugs.

Of the steamers, 5 are unfinished on the stocks, 4 are in hand by the quarantine authorities of New-York, 3 are undergoing repairs, 27 are in commission for squadron and special service, and 15 are in ordinary.

Of the sailing vessels, 5 are on the stocks, 2 are in commission as receiving-ships, 6 are used as store-ships, 3 are in commission as receiving-ships, 6 are used for quarters and other special purposes at the navy-yards, the Naval Academy, and other stations, 2 are undergoing repairs, and 9 are in ordinary.

Of the iron-clad vessels, 2 are in commission on the North Atlantic station, 1 is in use at the Naval Academy, and the remainder are undergoing repair or laid up at League Island and New-Orleans.

On the 1st inst. 1 is in the service of the expedition toward the North Pole, another on the station toward the Arctic, and the remainder, with the exception of a few undergoing repairs, are in use at the yards and stations.

A Foreign vessels have been commissioned during the same period, and 4 are returning from foreign stations, their term of service having expired.

There are 4 vessels in commission for sea service. (Including 9 used as store-ships, carrying 493 guns.)

These vessels are distributed as follows:

North Atlantic Station.—Worcester, 15 guns; Canandaigua, 10 guns; Wyoming, 6 guns; Shawmut, 8 guns; Nipsic, 3 guns; Seneca, 4 guns; Sabine, 5 guns; Pawnee, (store-ship,) 4 guns; Kansas, 2 guns; Powhattan, 17 guns; Constellation, 16 guns. Three vessels, 25 guns; Wasp, — guns. Three vessels, 25 guns.

European Station.—Wabash, 6 guns; Brooklyn, 20 guns; Congress, 16 guns; Portsmouth, 11 guns; Plymouth, 12 guns; Swatara, 6 guns; Shenandoah, 6 guns; 6 vessels, 110 guns; Juniata, 7 guns; Monocacy, 5 guns; Palos, 1 gun; Yantic, 3 guns; Supply, 2 guns; Palos, 1 gun; Idaho, 7 guns; 11 vessels, 116 guns.

North Pacific Station.—Pensacola, 24 guns; Resaca, 4 guns; Saginaw, 4 guns; Narragansett, 5 guns; Saint Mary's, 16 guns. Five vessels, 45 guns.

South Pacific Station.—Pensacola, 24 guns; Omaha, 12 guns; Tuscarora, 6 guns; Onsipee, 8 guns; Onward, (store-ship,) 2 guns. Five vessels, 52 guns.

Special Service.—Frolic, — guns; Michigan, — guns; Constellation, 16 guns.

The following, named in the above, are returning to the Atlantic States:

Colorado, 48 guns; Cospee, 8 guns; Alaska, 12 guns; Saint Mary's, 16 guns.

Vessels which are out of commission will reduce the force, unless others are fitted out, to 41 vessels, carrying 281 guns.

This shows an active force slightly increased in strength since the date of the last report, with improved efficiency on account of greater distribution in a greater number of smaller and more active vessels. The result of our power is, however, still very limited in this direction, since we have no more small cruisers which can be put in commission without repairs of an extent and at an expense wholly inadequate to the results to be obtained. Of the ships built during the war, twelve finished since its close, commenced then, have been finished since its close. Twenty were designed for special service, and a few of a character adapted to our present needs; most of a size too large for the commercial and efficient distribution of our small peace force, and almost all built hastily of unseasoned timber, have now fulfilled the measure of their useful life.

To spend money in the constant endeavor to keep these ships afloat is the most expensive way of maintaining a navy, and the ever increasing expenditure is answered by nonstantly-decreasing results of good. It would be the wisest economy at once to afford the means and the authority to build a number of small and active cruisers, of live oak or iron, which, adapted to the duties and the means of our navy in time of peace, and fitted with the more modern and economical machinery which has come into use at the commencement of the decade, could be maintained and employed with more effect, and, for some years, with comparatively little expense for repairs.

This subject has been constantly pressed upon the attention of Congress, and I again repeat it, because I am constantly warned, as ship after ship is worn in from active service and laid up to wither in the future, that the limit of our old resources is being rapidly reached, and that with the loss of material our active force on the several stations must rapidly decrease, and our cruising navy will, in a few years, pass almost entirely away.

IRON-CLAD FORCE.

Early in the past year the attention of the Department was arrested by the fact that many of our iron-clad fleet needed extensive repairs to render them fit for efficient service. Several of them, and these the most powerful, are built of iron, and these the most powerful, are built of wood, while the beams, and many of the knees of those whose hulls are of iron, are of the same material. This wood-work was found, on inspection, to have decayed so much that it was deemed to be no way of remedying so far left entirely without effective iron-clad force to meet any duty which might arise. This was at once done, and we have now the satisfaction of knowing that several of our monitors are again in complete repair, and more strength ever added to our effective force. This emergency appropriation was met without considerable expense, and it has caused a heavy draft upon the appropriations to the Bureaus of Construction and Steam Engineering, which should be reimbursed to them if the efficiency of our cruising navy is to be maintained.

In addition to its ordinary duties the navy has continued during the past year to supply officers for light-house duty, and the men and officers for the coast survey, and has been engaged in completing the surveys of the Isthmus, and in making hydrographic surveys and soundings in both oceans wherever the safety or interests of our people seem to demand it.

The various cruising stations, with the duties respectively assigned to each, remain absolutely unchanged since the date of the last report, except as to the case of the Pacific station, which was on the 1st day of October last divided as hereinafter mentioned.

EUROPEAN STATION.

Rear-Admiral James Alden, in his flag-ship, the Wabash, arrived at Ville Franche Dec. 30 last, and on the 1st of January following relieved Rear-Admiral Charles S. Boggs of the command of the naval force on the European station, the latter returning home.

The vessels now on the station are the Wabash, 48 guns; (flag-ship;) the Brooklyn, 20 guns; the Congress, 16 guns; the Plymouth, 12 guns; the Shenandoah, 11 guns; the Washington, 6 guns; in all, 6 vessels and 113 guns.

The Guerriere and Juniata have returned from this station and have been put out of commission; the former at New-York in March, and the latter at Boston in July. The force has been increased by the addition of the Congress in April.

During the months of January, February, March, and April, the vessels of this station, with an occasional exception, were kept together and visited the principal ports of France and Portugal, some of the ports of Germany, and the waters of England. They have recently returned to the Mediterranean, and will be spread over the stations, as will visit the ports and countries of the East, and the north and west coasts of Africa.

The most gratifying exhaustive of courtesies has taken place between the Navy and the authorities of the countries visited, and many officers and men have been received with every evidence of kindly feeling for the Government and the people of the United States.

The movements, in detail, of the vessels on this station, as well as those on the other stations and on special service, will be found in the appendix to this report.

ASIATIC STATION.

The vessels now attached to this station are the Colorado, 45 guns; Hartford, 18 guns; Lackawanna, 19 guns; Monocacy, 6 guns; Alaska, 12 guns; Ashuelot, 6 guns; Iroquois, 6 guns; Idaho, 7 guns; and the small steamer Palos; in all, 11 ships, with 115 guns. Orders have been recently sent discharging the Alaska and the Ashuelot from this station, and they will soon both be on roads for the United States.

Rear-Admiral Thornton A. Jenkins commands the force on this station, having succeeded Rear-Admiral John Rodgers, at Yokohama, May 15, 1872.

The flag has been shown as such ports and places in India, China, and Japan as our commercial interests, the encouragement and protection of our citizens, and the cultivation of friendly relations with the authorities and people of those countries dictated. A resort to force or to the display of force has, on no occasion, been necessary to advance, or secure either of these objects.

The Lackawanna, from the Pacific coast, and the Iroquois, from the Atlantic, joined the force on this station and have been put out of commission; the former at New-York in March, and the latter at Boston in July. The force has been increased by the addition of the Congress in April.

The Yantic are now on the passage out. The latter vessel will visit Liaoo Liaoo to co-operate in all proper measures to induce the Imaum of Muscat to discontinue the transportation of slaves within his dominions.

The Iroquois and Yantic availed themselves of the shorter and quicker passage to the station via the Suez Canal, and the Hartford will do the same.

NORTH ATLANTIC STATION.

Rear-Admiral S. P. Lee, who was in command of this station at the date of the last annual report, hauled down his flag at Hampton Roads, June 13, and was succeeded by Rear-Admiral Joseph F. Green, who is at present in command, and who hoisted his flag on the Worcester, at Boston, Aug. 28.

The Worcester, 15 guns; Powhatan, 17 guns; Richmond, 14 guns; Canandaigua, 10 guns; Wyoming, 6 guns; Shawmut, 8 guns; Nipsic, 3 guns; Seneca, 4 guns; Sabine, 5 guns; Pawnee, (store-ship,) 4 guns; Kansas, 2 guns; Powhattan, 17 guns; Constellation, 16 guns. Three vessels, 25 guns; Wasp, — guns. Three vessels, 25 guns.

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Special Service.—Frolic, — guns; Michigan, — guns; Constellation, 16 guns.

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LAW REPORTS.

Court Calendars—This Day.

SUPREME COURT—CHAMBERS—Held by Lawrence, J.—Peculiar first Monday calendar.—Call at 10 A. M.

SUPREME COURT—SPECIAL TERM.—Held in Chamber Board of Supervisors' Court-room at 10:30 o'clock A. M.—Demurrer.—1, Howe Machine Company vs. Frank et al.; 2, Parish vs. Sherman et al.; 3, Goodenough vs. Spencer et al.; 4, Foley vs. The Mayor, &c., of New-York; 5, The Board of Supervisors of the County of New-York vs. Tweed; 6, Traphagen vs. Matthews; 7, Foley vs. Mayor, &c., of New-York; 8, Stevenson vs. Mayor, &c., of New-York; 9, The Mayor, &c., of New-York vs. Tweed; 10, Ward vs. Board of Supervisors of the County of New-York vs. Devlin; 11, The Board of Supervisors of the County of New-York vs. Ingersoll; 12, The Board of Supervisors of the County of New-York vs. Miller et al.; Weaver et al. vs. Allman; 14, Marks et al. vs. Allman; 15, Tyson vs. McCauley; 16, Sipperly vs. Allman; 17, Mathesius vs. Morrison; 18, Hallings vs. Meigs et al.; 19, Smith vs. Osborne; 20, Smart vs. Mayor, &c., of New-York; 21, Sampson et al. vs. The American Plate Glass and Fire Insurance Company; 22, Redmond vs. The Enfield Manufacturing Company; 23, De Lancy vs. The Mayor, &c., of New-York; 24, Buckmaster vs. Ameling; 25, Tucker et al. vs. Livingstone; 26, Lillienthal vs. Davis et al.; 27, Donnelly vs. Berger et al.; 28, Leahy vs. Gould. Law and fact cases down for exam.—Nos. 55, 97, 136, 151.

SUPREME COURT—CIRCUIT—TRIAL TERM—Part I.—Held by Van Brunt, J.—Court opens at 10:30 A. M.—1,181, Flockhill vs. The Mayor, &c., City of New-York; 1,167, Kilsop vs. Wood; 1,145, Wood Bros. Company vs. Ashcraft; 2,128, Evans, &c., vs. Tinker; 2,227, Young et al. vs. Tinker; 203, The National State Bank of Elizabeth vs. Osgood; 77, Eaton et al. vs. Carter et al.; 1,247, Schaefer vs. The Mayor, &c., of New-York; 1,257, McCreaney vs. The Mayor, &c., of New-York; 1,267, Same vs. Same; 1,277, Same vs. Same; 1,287, Same vs. Same; 1,297, Same vs. Same; 1,307, Same vs. Same; 1,317, Same vs. Same; 1,327, Same vs. Same; 1,337, Same vs. Same; 1,347, Same vs. Same; 1,357, Same vs. Same;

INTERNAL REVENUE

Collections.

Receipts during the week ending Dec. 6, 1873.

Miss Beery to Collects.

Treasury Receipts for the Week—Where They Were Collected.

Where do Many Cases Prosecuted Originate?

—Expenditures of the Government.

The following is an abstract of the internal revenue collections for the week ending Dec. 6, 1873:

Spirits	$ 1,000
Tobacco	1,000
Fermented liquors	1,000
Banks, bankers, etc.	1,000
Total	$ 4,000

The following table exhibits a comparison of the receipts from all sources during the present month with the corresponding month of last year:

Total receipts of October	$ 1,000
Total receipts of November	1,000

The following table exhibits a comparison of the receipts during the four years next preceding the above-named periods:

Total receipts for four years	$ 1,000

The following table exhibits the receipts from the several States and Territories during the month of October, 1873:

Alabama	$ 1,000
Arkansas	1,000
California	1,000
Colorado	1,000
Connecticut	1,000
Dakota	1,000
Delaware	1,000
Florida	1,000
Georgia	1,000
Idaho	1,000
Illinois	1,000
Indiana	1,000
Iowa	1,000
Kansas	1,000
Kentucky	1,000
Louisiana	1,000
Maine	1,000
Maryland	1,000
Massachusetts	1,000
Michigan	1,000
Minnesota	1,000
Mississippi	1,000
Missouri	1,000
Montana	1,000
Nebraska	1,000
Nevada	1,000
New Hampshire	1,000
New Jersey	1,000
New Mexico	1,000
New York	1,000
North Carolina	1,000
Ohio	1,000
Oregon	1,000
Pennsylvania	1,000
Rhode Island	1,000
South Carolina	1,000
Tennessee	1,000
Texas	1,000
Utah	1,000
Vermont	1,000
Virginia	1,000
West Virginia	1,000
Wisconsin	1,000
Wyoming	1,000
Total	$ 1,000

The following table exhibits the receipts from the several States and Territories during the month of November, 1873:

Alabama	$ 1,000
Arkansas	1,000
California	1,000
Colorado	1,000
Connecticut	1,000
Dakota	1,000
Delaware	1,000
Florida	1,000
Georgia	1,000
Idaho	1,000
Illinois	1,000
Indiana	1,000
Iowa	1,000
Kansas	1,000
Kentucky	1,000
Louisiana	1,000
Maine	1,000
Maryland	1,000
Massachusetts	1,000
Michigan	1,000
Minnesota	1,000
Mississippi	1,000
Missouri	1,000
Montana	1,000
Nebraska	1,000
Nevada	1,000
New Hampshire	1,000
New Jersey	1,000
New Mexico	1,000
New York	1,000
North Carolina	1,000
Ohio	1,000
Oregon	1,000
Pennsylvania	1,000
Rhode Island	1,000
South Carolina	1,000
Tennessee	1,000
Texas	1,000
Utah	1,000
Vermont	1,000
Virginia	1,000
West Virginia	1,000
Wisconsin	1,000
Wyoming	1,000
Total	$ 1,000

The following table exhibits the receipts from the several States and Territories during the month of December, 1873:

Alabama	$ 1,000
Arkansas	1,000
California	1,000
Colorado	1,000
Connecticut	1,000
Dakota	1,000
Delaware	1,000
Florida	1,000
Georgia	1,000
Idaho	1,000
Illinois	1,000
Indiana	1,000
Iowa	1,000
Kansas	1,000
Kentucky	1,000
Louisiana	1,000
Maine	1,000
Maryland	1,000
Massachusetts	1,000
Michigan	1,000
Minnesota	1,000
Mississippi	1,000
Missouri	1,000
Montana	1,000
Nebraska	1,000
Nevada	1,000
New Hampshire	1,000
New Jersey	1,000
New Mexico	1,000
New York	1,000
North Carolina	1,000
Ohio	1,000
Oregon	1,000
Pennsylvania	1,000
Rhode Island	1,000
South Carolina	1,000
Tennessee	1,000
Texas	1,000
Utah	1,000
Vermont	1,000
Virginia	1,000
West Virginia	1,000
Wisconsin	1,000
Wyoming	1,000
Total	$ 1,000

STATISTICS.

Annual Report of the Chief of the Bureau.

The Illustrations Who Arrive on Our Shores—Educational Statistics—Emigration—Expenditures.

Appendices, Tables, Etc.

The Tobacco Interest.

The Tobacco Interest.

The Tobacco Interest

OFFICIAL COUNTY CANVASS

STATEMENT OF THE BOARD OF County Canvassers of the County of New-York, in relation to votes given for Electors of President and Vice-President.

The Board of County Canvassers of the County of New-York, having met at the office of the Clerk of said County, on the 12th, 13th, 14th, 15th, 16th, 18th, 19th, 20th, 21st, and 23d days of November, 1872, to canvass and estimate the votes given in the several Election Districts of said County, at the general election held on the 5th day of November, in the year aforesaid, do certify as follows:

FOR ELECTORS OF PRESIDENT AND VICE-PRESIDENT.

The whole number	442,292
Horace Greeley	77,816
Henry R. Selden	77,808
John T. Williams	77,806
Elias J. Beach	77,806
Erwin C. Litchfield	77,806
George G. Reynolds	77,806
Andrew Cunningham	77,807
Edward Riggs	77,807
Joseph Koch	77,811
Anthony Dugro	77,803
Theodore G. Gianbenskine	77,806
Thomas Wyatt	77,806
James M. Fuller	77,803
Andrew B. Sofford	77,795
John M. Helck	77,806
Josiah W. Fairfield	77,803
Edwin N. Hubbell	77,803
Curtiss Courter	77,803
James Gibson	77,795
Winslow C. Watson, Jr.	77,801
Edwin A. Merritt	77,803
John Kellogg	77,806
Jeremiah F. Sill	77,803
Zadoc C. Pratt	77,803
Theodore S. Faxton	77,800
Christopher A. Walrath	77,803
Lewis H. Redfield	77,803
Thaddeus W. Cahill	77,803
Stephen B. Ayres	77,803
Walter T. Brewster	77,803
Ashel M. Coles	77,803
Edwin R. Reynolds	77,803
Franklin Spalding	77,803
Abraham Altman	77,803
Truman R. Coleman	77,803
Frederick Douglass	54,177
Emil Sauerbrey	24,027
Edward L. Conrad	24,027
John H. Rice	24,074
Simon S. Shevelson	24,078
Horace Porter	24,075
Michael J. Perry	24,073
William E. Dodge	24,073
William Lamden	24,073
Frederick Hinkle	24,073
Joel W. Mason	24,073
Sulow E. Wilson	24,073
David Hall	24,073
Ferdinand Stanislow	24,073
Joan G. Bowers	24,073
Elisha K. Brigham	24,073
Minard Kingsley	24,073
Thomas Coleman	24,073
Isaac Moll	24,073
Henry K. Jessup	24,073
Hezekiah Bradford	24,073
Boiven Hopkins	24,073
Henry Spicer	24,073
Hunter Campbell	24,073
John H. Lee	24,073
Andrew D. White	24,073
John H. Camp	24,073
Eldad M. Goss	24,073
Erastus Brooks	24,078
Martin Burns	24,073
George H. Sickly	24,073
Moses C. Richardson	24,073
Parsons Brooks	24,073
Nelson L. Norton	24,073

We certify this statement to be correct, and have caused the same to be attested by the signatures of the Chairman and Secretary of this Board, this 23d day of November, A. D. 1872.

D. D. CONOVER, Chairman.
CHARLES E. LOEW, Secretary.

STATEMENT OF THE BOARD OF COUNTY CANVASSERS OF THE COUNTY OF NEW-YORK, IN RELATION TO VOTES GIVEN FOR

Governor	
Lieutenant-Governor	
Canal Commissioner	
Inspector of State Prisons	
Representative in Congress from the State at large	
Representative in Congress from the Fifth, Sixth, Seventh, Eighth, Ninth and Tenth Congressional Districts	
Justice of the Supreme Court, in place of William H. Leonard, appointed in place of Albert Cardozo, resigned	
Proposed Amendment Relative to the Court of Appeals	
Act to Create a State Debt to Pay the Canal and General Fund Deficiencies	

The Board of County Canvassers of the County of New-York, having met at the Office of the Clerk of said County, on the 12th, 13th, 14th, 15th, 16th, 18th, 19th, 20th, 21st, 23d, and 25th days given in the several Election Districts of said County, at the General Election held on the 5th day of November, in the year aforesaid, do certify as follows:

FOR GOVERNOR.

The whole number	191,987
Francis Kernan	91,018
John A. Dix	85,599
Defective	2
Blank	201
Scattering	167

FOR LIEUTENANT-GOVERNOR.

The whole number	194,719
Chauncey M. Depew	99,824
John C. Robinson	85,419
Defective	1
Blank	150
Scattering	326

FOR CANAL COMMISSIONER.

The whole number	191,894
John F. Hubbard, Jr.	78,385
Reuben W. Strong	85,139
Defective	1
Blank	131
Scattering	215

FOR INSPECTOR OF STATE PRISONS.

The whole number	194,899
Enos C. Brooks	97,284
Ezra Graves	96,098
Defective	2
Blank	147
Scattering	235

FOR REPRESENTATIVE IN CONGRESS FROM THE STATE AT LARGE.

The whole number	194,899
Samuel S. Cox	97,072
Lyman Tremaine	94,676
Defective	1
Blank	198
Scattering	207

FOR REPRESENTATIVES IN CONGRESS.

FIFTH CONGRESSIONAL DISTRICT.

The whole number	28,797
William R. Roberts	20,221
Waldemar Lederle	8,569
Defective	1
Blank	4
Scattering	102

SIXTH CONGRESSIONAL DISTRICT.

The whole number	23,012
James Brooks	11,513
Adolph G. Dunn	11,499
Defective	1
Blank	2
Scattering	297

SEVENTH CONGRESSIONAL DISTRICT.

The whole number	19,321
Fernando C. Grammer	10,013
Conrad Gelb	9,278
Defective	23
Blank	7
Scattering	179

EIGHTH CONGRESSIONAL DISTRICT.

The whole number	29,169
John D. Lawson	15,359
Charles P. Shaw	9,239
Blank	15
Scattering	555

NINTH CONGRESSIONAL DISTRICT.

The whole number	27,977
Lewis B. Woodruff	17,554
John Hardy	7,469
Michael Connolly	2,947
Defective	1
Blank	7
Scattering	109

TENTH CONGRESSIONAL DISTRICT.

The whole number	30,226
Fernando Wood	16,626
William A. Darling	9,681
Blank	1
Scattering	66

FOR JUSTICE OF THE SUPREME COURT.

In place of William H. Leonard, appointed in place of Albert Cardozo, resigned.

The whole number	194,722
Noah Davis	97,076
William H. Leonard	19,979
Henry E. Anderson	28,559
Defective	1
Blank	317
Scattering	121

PROPOSED AMENDMENT RELATIVE TO THE COURT OF APPEALS.

The whole number	8,469
For	3,527
Against	977
Blank	1
Scattering	4

ACT TO CREATE A STATE DEBT TO PAY THE CANAL AND GENERAL FUND DEFICIENCIES.

The whole number	4,507
For	3,047
Against	1,413
Blank	4
Scattering	43

We certify this statement to be correct, and have caused the same to be attested by the signatures of the Chairman and Secretary of this Board, this 26th day of November, A. D. 1872.

D. D. CONOVER, Chairman.
CHAS. E. LOEW, Secretary.

STATEMENT OF THE BOARD OF COUNTY CANVASSERS OF NEW-YORK, IN RELATION TO VOTES GIVEN FOR

Mayor	
District-Attorney	
City Judge	
Coroner; and	
Justice of the Superior Court, in place of John H. McCunn, deceased	

The Board of County Canvassers of the County of New-York, having met at the office of the Clerk of said County, on the 12th, 13th, 14th, 15th, 16th, 18th, 19th, 20th, 21st, 23d, and 25th days of November, 1872, to canvass and estimate the votes given in the several Election Districts of said County, at the General Election held on the 5th day of November, in the year aforesaid, do severally certify as follows:

FOR MAYOR.

The whole number	139,326
William F. Havemeyer	83,031
Abraham R. Lawrence	47,132
James O'Brien	24,714
Defective	1
Blank	128
Scattering	120

FOR DISTRICT-ATTORNEY.

The whole number	134,228
Benjamin K. Phelps	85,102
Charles Donohue	47,060
William C. Whitney	30,072
Defective	1
Blank	243
Scattering	815

FOR CITY JUDGE.

The whole number	134,228
Judah Rumbarger	85,102
Benjamin D. Bedford	47,060
Defective	1
Blank	243
Scattering	815

FOR CORONER.

The whole number	134,228
Adolph Koehler	85,181
Edward Shaw	48,737
Defective	1
Blank	312
Scattering	797

FOR JUSTICE OF THE SUPERIOR COURT, IN PLACE OF JOHN H. McCUNN, DECEASED.

The whole number	134,228
Roger C. Van Vorst	85,457
James C. Spencer	48,325
Clifford A. Hand	47,471
Defective	1
Blank	132
Scattering	842

We certify this statement to be correct, and have caused the same to be attested by the signatures of the Chairman and Secretary of this Board, this 27th day of November, A. D. one thousand eight hundred and seventy-two.

D. D. CONOVER, Chairman.
CHAS. E. LOEW, Secretary.

DECLARATION OF THE BOARD OF COUNTY CANVASSERS OF THE COUNTY OF NEW-YORK IN RELATION TO VOTES GIVEN FOR MEMBERS OF ASSEMBLY.

The Board of County Canvassers of the County of New-York, having met at the Office of the Clerk of said County, on the 12th, 13th, 14th, 15th, 16th, 18th, 19th, 20th, 21st, 23d, and 25th days of November, 1872, to canvass and estimate the votes given in the several Election Districts of said County, at the general election held on the 5th day of November, in the year aforesaid, do severally certify, declare, and declare:

That WILLIAM F. HAVEMEYER, by the greatest number of votes, was duly elected Mayor of the City and County of New-York.

That BENJAMIN K. PHELPS, by the greatest number of votes, was duly elected District-Attorney of the City and County of New-York.

That JOSIAH SUTHERLAND, by the greatest number of votes, was duly elected City Judge for the City and County of New-York.

That ADOLPH KOEHLER, by the greatest number of votes, was duly elected Coroner for the City and County of New-York.

That ROGER C. VAN VORST, by the greatest number of votes, was duly elected Justice of the Superior Court for the City of New-York.

We certify this declaration to be correct, and have caused the same to be attested by the signatures of the Chairman and Secretary of the Board, this twenty-sixth day of November, A. D. one thousand eight hundred and seventy-two.

D. D. CONOVER, Chairman.
CHAS. E. LOEW, Secretary.

STATEMENT OF THE BOARD OF COUNTY CANVASSERS OF THE COUNTY OF NEW-YORK IN RELATION TO VOTES GIVEN FOR MEMBERS OF ASSEMBLY.

The Board of County Canvassers of the County of New-York, having met at the Office of the Clerk of said County, on the 12th, 13th, 14th, 15th, 16th, 18th, 19th, 20th, 21st, 23d, and 25th days of November, 1872, to canvass and estimate the votes given in the several Election Districts of said County, at the general election held on the 5th day of November, in the year aforesaid, do certify as follows:

FOR MEMBERS OF ASSEMBLY.

FIRST ASSEMBLY DISTRICT.

The whole number	5,922
Nicholas Muller	3,178
Samuel J. Huggins	2,451
Blank	10
Scattering	283

THIRD ASSEMBLY DISTRICT.

The whole number	4,206
Denis Burns	2,723
James Dunphy	1,440
Blank	12
Scattering	31

FOURTH ASSEMBLY DISTRICT.

The whole number	6,213
James Ryan	3,426
John Cleary	2,760
Blank	1
Scattering	26

FIFTH ASSEMBLY DISTRICT.

The whole number	6,130
Michael Horton	3,720
H. Louis Gerken	2,287
Blank	21
Scattering	102

SIXTH ASSEMBLY DISTRICT.

The whole number	4,703
Samuel Cassidy	2,560
John C. Sapp	2,097
Charles Bier	2
Blank	3
Scattering	41

SEVENTH ASSEMBLY DISTRICT.

The whole number	5,057
George W. Clarke	2,958
John T. Tully	2,068
Defective	1
Blank	3
Scattering	27

EIGHTH ASSEMBLY DISTRICT.

The whole number	7,973
Solon B. Smith	3,816
Frederick Gugel, Jr.	4,039
Jacob Mosle	97
Blank	1
Scattering	20

NINTH ASSEMBLY DISTRICT.

The whole number	7,021
Stephen Fell	3,962
William H. Bonnett	2,957
Blank	3
Scattering	99

TENTH ASSEMBLY DISTRICT.

The whole number	5,740
Jacob M. Patterson, Jr.	2,966
Frederick Sollwegen, Jr.	1,638
L. Bradner	77
Jacob Abecken	1
Blank	1
Scattering	50

ELEVENTH ASSEMBLY DISTRICT.

The whole number	8,852
Alonzo B. Cornell	3,979
Jacob Worth	4,816
Charles P. Sykes	1,000
John Kerns	1
Blank	3
Scattering	53

TWELFTH ASSEMBLY DISTRICT.

The whole number	8,294
William C. Conger	4,147
Frederick W. Hahn	4,077
Albert J. Mundorf	69
Blank	1
Scattering	14

THIRTEENTH ASSEMBLY DISTRICT.

The whole number	6,078
Hiram Brundage	3,179
Christopher Fine	1,870
James Kelly	941
John F. Hagan	87
Daniel Hughes	1
Blank	1
Scattering	17

FOURTEENTH ASSEMBLY DISTRICT.

The whole number	6,440
Charles G. Cornell	4,077
Robert C. Boyd	2,359
James Delahunty	3,181
Theodore M. Tomlinson	1
Defective	1
Blank	17
Scattering	24

FIFTEENTH ASSEMBLY DISTRICT.

The whole number	7,187
Joseph Blumenthal	2,160
Andrew J. Colley	1,981
Charles J. Farley	1,041
Blank	1
Scattering	104

SIXTEENTH ASSEMBLY DISTRICT.

The whole number	5,170
J. Frederick Rueb	2,579
Jean McMahon	2,591
Scattering	102

SEVENTEENTH ASSEMBLY DISTRICT.

The whole number	4,276
Jeremiah Murphy	2,139
John Quinlin	2,137
Scattering	129

EIGHTEENTH ASSEMBLY DISTRICT.

The whole number	5,589
Charles H. Clancy	2,797
Thomas Fitzpatrick	2,792
Patrick D. Byrnes	2
Thomas F. Geary	1
Hugh O'Donnell	1
Richard Kelly	1
Blank	1
Scattering	75

NINETEENTH ASSEMBLY DISTRICT.

The whole number	4,295
John C. Keating	2,148
Charles Reilly	2,147
Patrick Griffin	1
Blank	1
Scattering	98

TWENTIETH ASSEMBLY DISTRICT.

The whole number	4,197
Richard Walsh	2,098
Patrick Griffin	2,098
Blank	1
Scattering	1

TWENTY-FIRST ASSEMBLY DISTRICT.

The whole number	3,486
Benjamin Beyer	1,743
John Maguire	1,743
Blank	1
Scattering	99

TWENTY-SECOND ASSEMBLY DISTRICT.

The whole number	3,886
Thomas S. Thornhill	1,942
Thomas C. Gardner	1,943
Blank	1

TWENTY-THIRD ASSEMBLY DISTRICT.

The whole number	7,373
John Thomas	3,687
Blank	2,108
Scattering	1,578

TWENTY-FOURTH ASSEMBLY DISTRICT.

The whole number	1,350
F. G. Julius Langbein	671
L. W. Rappenhagen	679
Blank	1
Scattering	1

TWENTY-FIFTH ASSEMBLY DISTRICT.

The whole number	340
Scattering	340

TWENTY-SIXTH ASSEMBLY DISTRICT.

The whole number	6,911
George F. Coddington	3,525
William P. Bonesteel	3,050
Defective	1
Blank	1
Scattering	334

TWENTY-SEVENTH ASSEMBLY DISTRICT.

The whole number	5,594
Joseph F. Gerard	2,998
John Sahn	2,593
Joachim Mahlig	2
Blank	1
Scattering	97

TWENTY-EIGHTH ASSEMBLY DISTRICT.

The whole number	3,580
William K. Kopp	1,803
John Semmes	1,697
Blank	40
Scattering	14

TWENTY-NINTH ASSEMBLY DISTRICT.

The whole number	5,238
Patrick Keenan	2,782
Christian Nachtel	1,748
Michael Hoffman	1,677
Blank	1
Scattering	130

THIRTIETH ASSEMBLY DISTRICT.

The whole number	4,276
Charles H. Clancy	2,707
William Wilson	1,567
Patrick D. Byrnes	2
Thomas F. Geary	1
Hugh O'Donnell	1
Richard Kelly	1
Blank	1
Scattering	75

THIRTY-FIRST ASSEMBLY DISTRICT.

The whole number	4,295
John C. Keating	2,148
Charles Reilly	2,147
Patrick Griffin	1
Blank	1
Scattering	98

THIRTY-SECOND ASSEMBLY DISTRICT.

The whole number	4,197
Richard Walsh	2,098
Patrick Griffin	2,098
Blank	1
Scattering	1

We certify this statement to be correct, and have caused the same to be attested by the signatures of the Chairman and Secretary of this Board, this twenty-sixth day of November, A. D. one thousand eight hundred and seventy-two.

D. D. CONOVER, Chairman.
CHAS. E. LOEW, Secretary.

DECLARATION OF THE BOARD OF COUNTY CANVASSERS OF THE COUNTY OF NEW-YORK IN RELATION TO MEMBERS OF ASSEMBLY.

The Board of County Canvassers of the County of New-York, having canvassed and estimated the votes given in the several Election Districts in each of the Assembly Districts of said County, at the general election held on the 5th day of November, in the year aforesaid, do severally certify, declare, and declare:

That

JAMES BRADY,
DENIS BURNS,
JAMES RYAN,
JAMES DUNPHY,
MICHAEL HORTON,
TIMOTHY CAMPBELL,
JOSEPH BLUMENTHAL,
SOLON B. SMITH,
STEPHEN FELL,
JACOB PATTERSON, JR.,
ALONZO B. CORNELL,
WILLIAM W. COOK,
CHARLES BLACKIE,
CHARLES G. CORNELL,
JOSEPH BLUMENTHAL,
PETER WOODS,
ANDREW BLESSING,
BERNARD HIGGINS,
JAMES A. DEERING,
WILLIAM S. ORDWAY,
CHARLES CRARY,

by the greatest number of votes, were duly elected Members of Assembly in and for their respective Districts, consisting of the First, Second, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth, Nineteenth, Twentieth, Twenty-first, Twenty-second, Twenty-third, Twenty-fourth, Twenty-fifth, Twenty-sixth, Twenty-seventh, Twenty-eighth, Twenty-ninth, Thirtieth, Thirty-first, Thirty-second Assembly Districts, respectively, in said County.

We certify this declaration to be correct, and have caused the same to be attested by the signatures of the Chairman and Secretary of this Board, this twenty-sixth day of November, A. D. one thousand eight hundred and seventy-two.

D. D. CONOVER, Chairman.
CHAS. E. LOEW, Secretary.

DECLARATION OF THE BOARD OF COUNTY CANVASSERS OF THE COUNTY OF NEW-YORK IN RELATION TO VOTES GIVEN FOR ALDERMEN AND ASSISTANT ALDERMEN.

The Board of County Canvassers of the County of New-York, having met at the office of the Clerk of said County, on the 12th, 13th, 14th, 15th, 16th, 18th, 19th, 20th, 21st, 23d, and 25th days of November, 1872, to canvass and estimate the votes given in the several election districts in each of the Assembly Districts of said County, at the general election held on the 5th day of November, in the year aforesaid, do severally certify, declare, and declare:

That

PETER GRISSY,
JOSEPH MONSHEIMER,
TERENCE MCSWEENEY,
SAMUEL S. H. VANCE,
GEORGE KOCH,
OLIVER P. C. BILLINGS,
JOHN J. MORRIS,
OSWALD OTTENDORFER,
JOSEPH BLUMENTHAL,
SOLOMON SMITH,
STEPHEN V. R. COOPER,
PATRICK KEENAN,
WILLIAM WADE,
JOHN GIHON,
EDWARD RABBETT,
GEORGE KELLY,
STEPHEN N. SIMONSON,
HENRY A. SNEDEKER,
ISAAC SOMMERS,
BENJAMIN REYNA,

by the greatest number of votes were duly elected Aldermen of the City of New-York.

That

THOMAS RILEY,
GENERAL MURPHY,
CHARLES JANOUS,
JOHN C. KEATING,
BERRY WILSON,
ROBERT H. HEADLEY,
THOMAS J. MORRELL,
JOHN THIRLWALL,
GEORGE F. COPE MOTOR,
JOSEPH J. STEVENS,
PATRICK KEENAN,
WILLIAM WADE,
JOHN GIHON,
EDWARD RABBETT,
GEORGE KELLY,
STEPHEN N. SIMONSON,
HENRY A. SNEDEKER,
ISAAC SOMMERS,
BENJAMIN REYNA,

by the greatest number of votes were duly elected Assistant Aldermen of the First Assembly District, consisting of the First, Second, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth, Nineteenth, Twentieth, Twenty-first, Twenty-second, Twenty-third, Twenty-fourth, Twenty-fifth, Twenty-sixth, Twenty-seventh, Twenty-eighth, Twenty-ninth, Thirtieth, Thirty-first, Thirty-second Assembly Districts, respectively, of the City and County of New-York.

We certify this declaration to be correct, and have caused the same to be attested by the signatures of the Chairman and Secretary of this Board, this twenty-sixth day of November, A. D. one thousand eight hundred and seventy-two.

D. D. CONOVER, Chairman.
CHAS. E. LOEW, Secretary.

INSURANCE.

RESOLUTE FIRE INSURANCE CO.
OF THE CITY OF NEW-YORK.
ORGANIZED JULY 9, 1857.
Office, No. 121 Broadway.

CASH CAPITAL $200,000
CASH ASSETS $279,675

DIRECTORS.

W. H. APPLETON, CH. G. LANDON,
SAM'L D. BABCOCK, JAMES HAMPTON,
B. H. FIELD, CHARLES H. LELAND,
C. C. BALDWIN, CYRUS B. LOCKWOOD,
JOS. B. BLOSSOM, A. B. MASTERS,
JOHN J. CISCO, ROBERT WESTERVELT,
C. CORNINGTON, JOHN C. WESTERVELT,
GEO. C. COLLINS, JAMES M. NICHOLS,
HENRY DAY, WM. REDMOND,
W. BUTLER DUNCAN, GUSTAVE REYNAUD,
W. H. POGG, W. H. FOGARTY,
FREDERICK CHASE, FRANK H. CROMWELL,
S. E. GETTY, MARCUS SPRING,
JOHN GIHON, ROBERT SQUIRES,
PRESTON T. RODGERS, E. B. STRANAHAN,
FREDERICK GOLDEN, JAMES BROWN,
WILSON G. HUNT, JAMES S. BRUSH,
J. H. HAVENS, WILLIAM WATSON.

LOSS IN BOSTON
LESS THAN $10,000.

Baltimore Merchandise, Dwellings, Furniture and Warehouses destroyed. Insured and Insures by FIRE, at current rates.

JOHN GIHON, President.
WM. M. RANDOLPH, Secretary.

EXTRACT FROM INSURANCE SPECULATOR.

The RESOLUTE has had its share of the unlowered experiences and perils which have overlowered fire insurance of late years, but by a prompt payment of losses it has won a reputation which is the highest credit, and no one who ever held one of the RESOLUTE'S policies would be willing to take less than the face value of it, or that he was the recipient of other than the most high-toned and liberal treatment.

OFFICE OF
THE MECHANICS' FIRE INSURANCE COMPANY,
OF BROOKLYN,
No. 247 Montague-st., Brooklyn, and No. 165 Broadway, New-York.
BROOKLYN, Nov. 11, 1872.

Cash Capital $150,000
Assets 240,000

We have no agencies, and only $5,000 in the burnt district in Boston, and respectfully solicit the patronage of our friends and the public.

JOHN H. BAKER, President.
WALTER NICHOLS, Secretary.

COLUMBIA
FIRE INSURANCE CO.,
No. 141 BROADWAY.

SPECIAL NOTICE.

Errors have been made in publishing losses of insurance companies by the fire in Boston, the President and Directors of the Company deem it expedient and proper to inform the public that the whole amount of risks this Company has in the burnt district in Boston is $104,600; that if the amount to a total loss, the Company will pay it promptly and still have a handsome surplus remaining over and above its capital. From good information as can be obtained it is believed, however, that the Company's loss will not exceed $70,000.

JNO. B. ARTHUR, Secretary.

OFFICE OF THE
TRADESMEN'S FIRE INSURANCE COMPANY,
No. 191 BROADWAY.
NEW-YORK, Nov. 15, 1872.

In pursuance of a requisition from the Superintendent of the Insurance Department of the State of New-York, dated November 14, 1872, the TRADESMEN'S FIRE INSURANCE COMPANY of the City of New-York, are required to pay the sum of Seventy-five thousand Dollars, ($75,000) in cash, being fifty per cent of the capital stock of said Company, at the office of said Co., No. 191 Broadway, in the City of New-York, on or before the 6th day of December, 1872, to make good the deficiency of the capital, impaired by reason of the Boston fire, and in case of failure to pay the said assessment at or before the time above named, your stock will be reduced fifty per cent of its par value.

OFFICE OF THE STANDARD FIRE INSURANCE CO.,
No. 317 BROADWAY, NEW-YORK, Nov. 25, 1872.

In pursuance of a requisition from the Superintendent of the Insurance Department of the State of New-York, dated November 21, 1872, the stockholders of the STANDARD FIRE INSURANCE COMPANY of the City of New-York, are required to pay the sum of Two Hundred and Fifty Thousand Dollars, in cash, being SEVENTY-FIVE per cent on the capital stock, at the office of said Company, No. 317 Broadway, in the City of New-York, on or before the 21st day of December, 1872, to make good the deficiency of the capital, impaired by reason of the Boston fire.

In case of failure to pay the said assessment at or before the time above named, your stock will be reduced fifty per cent of its par value.

WILLIAM C. ST. JOHN, Secretary.

NOTICE IS HEREBY GIVEN THAT in pursuance with a resolution of the Acting Superintendent of the Insurance Department, dated Albany, Nov. 20, 1872, the stockholders of the NEW-YORK FIRE INSURANCE COMPANY are required to pay, at the office of the Company, No. 1 Pine-st., New-York City, on or before the 20th day of December, next, an assessment of sixty per cent on the capital stock of said Company.

By order of the Board of Directors.
RICHARD L. FRANKLIN, President.
JOHN W. SIMONSON, Secretary.

FIRE. BOSTON. FIRE.

Any information regarding STANDING of FIRE INSURANCE COMPANIES cheerfully furnished, and POLICIES EXCHANGED, CANCELLED or ISSUED in the SOLID OLD COMPANIES by

E. DUNCAN SMITHERS,
No. 2 Wall-st.

DENTISTRY.

CLIFTON DENTAL ASSOCIATION
OF NEW-YORK.
Dr. J. FOSTER FLAGG, Dean.

Those who desire to have their teeth filled or extracted in the most approved manner, do nothing but extract teeth, and the certainly do that without pain, as 6,000 patients testify, see their signatures at the office, No. 19 Cooper Institute.

SHIPPING.

WHITE STAR LINE,
FOR QUEENSTOWN AND LIVERPOOL,
CARRYING THE
UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

ATLANTIC ..... SATURDAY, Dec. 7, at 11 A. M.
CELTIC ..... SATURDAY, Dec. 14, at 9 P. M.
ADRIATIC ..... SATURDAY, Dec. 21, at 4 P. M.
OCEANIC ..... SATURDAY, Dec. 28, at 9 P. M.; and
BALTIC ..... SATURDAY, Jan. 4, ——
From the White Star Dock, Pavonia Ferry, Jersey City.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP position, where least motion is felt.

Surgeons and stewardesses accompany these steamers.

Retreat Saloon, for gold, steerage, and currency. Those wishing to send for friends from the old country can now obtain Steerage prepaid certificates, for currency.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from $1 upward.

For inspection of plans and other information, apply at the Company's offices, No. 19 Broadway, New-York.

J. H. SPARKS, Agent.

CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT COBH HARBOR.

FROM NEW-YORK.
Algeria, Wednesday, Dec. 11, 1872, 1 P. M.
Java, Wednesday, Dec. 18, 1872, 6 A. M.
Calabria, Wednesday, Dec. 25, 1872, 11 A. M.
And every following WEDNESDAY and SATURDAY from Pier No. 40, North River.

RATES OF PASSAGE.
Cabin, $80, $100, and $120, gold, according to accommodation.
Steerage, $30.

Return tickets on favorable terms.

Passengers forwarded to Paris, Havre, Hamburg, Bremen, Amsterdam, Rotterdam, Antwerp, &c.

Steerage tickets from Liverpool and Queenstown, $30 currency.

Through bills of lading given for Belfast, Glasgow, Havre, Antwerp and other ports on the Continent, and for sale at the lowest rates.

For freight and cabin passage apply at the Company's office, No. 4 Bowling-green.

For steerage passage at No. 111 Broadway, Trinity Building.

CHAS. G. FRANCKLYN, Agent.

NATIONAL LINE
OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
POOL
FORTNIGHTLY TO HAVRE FROM LONDON DIRECT.

From Pier Nos. 44 and 45 North River.

TO QUEENSTOWN AND LIVERPOOL.
ITALY, Thompson ..... Saturday, Dec. 7, at 10 A. M.
SPAIN, Grace ..... Saturday, Dec. 14, at 3 P. M.
CANADA, Wilson ..... Saturday, Dec. 21, at 9 A. M.
And every Saturday thereafter.

THE QUICK, ARDENT, Worthy, Dec. 11, at 1 P. M.
These splendid ships are

THE LARGEST IN THE TRADE.

Cabin passage ..... $70 and $80, currency
Steerage ..... $30 currency
Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow or London, $30, currency.

For further information apply at the Company's office, No. 29 Broadway.

E. W. J. HURST, Manager.

ANCHOR LINE.

EXPRESS PASSENGER STEAMERS SAIL FROM NEW-YORK EVERY SATURDAY FROM PIER NO. 20 NORTH RIVER.

Passengers booked and forwarded at low rates from all parts of Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America, and especially commended, and cheaply as by any other route or line.

Passage from New-York, ... Payable in Currency.
First cabin ..... $75 | Steerage $30
Second cabin ..... 30 | To London 35
To Paris ..... 35 | To Paris 35

Passengers also forwarded to Havre, Hamburg, Bremen, Norway and Sweden at reduced rates.

Drafts issued for any amount at current rates, payable on demand at any banking house in Great Britain or Ireland.

For further information apply at the Company's office, No. 7 Bowling-green.

HENDERSON BROTHERS, Nos. 7 Bowling-green.

THE GREAT SOUTHERN
FREIGHT AND PASSENGER LINE

FOR CHARLESTON, S. C., FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

SAILING EVERY TUESDAY AT 3 P. M.
GEORGIA, Capt. Lewis, ... Tuesday, Dec. 3
MANHATTAN, Capt. Woodhull, ... Tuesday, Dec. 10
From Pier No. 4 North River, foot Murray-st.

JAMES ADGER, Capt. T. J. LOCKWOOD, Thursday, Dec. 5.
ELORIDA, Capt. Crowell, ... Thursday, Dec. 12
MANHATTAN, Capt. M. S. WOODHULL, Saturday, Dec. 7.
From Pier No. 4 North River, foot Murray-st.

Through passage tickets and bills of lading issued in connection with the South Carolina Railroad to all points South and South-west, and over the Northern Railroad to Florence, Cheraw, and all points on the Cheraw and Darlington Railroad, and with steamers to Florida ports. Insurance by this line, ONE-HALF PER CENT. Goods forwarded free of commission. Bills of lading furnished and agreed at the office.

Freight Office, No. 17 Wall-st.

HENRY B. MORGAN & CO., Agents.
For through freight tariff, or further information in reference to freight, apply to
BENTLEY D. HASELL,
General Agent Great Southern Freight Line,
No. 17 Broadway.

EXTRA STEAMERS WILL BE DESPATCHED AS SOON AS LOADED.

ONLY DIRECT LINE TO FR

FINANCIAL.

TRAFFIC GUARANTEE AND REDEMPTION BONDS

OF THE

Springfield and Illinois South-Eastern Railway.

Road 220 miles long, entirely completed and equipped. First Mortgage 7 Per Cent. Gold Bonds. Only $15,000 per mile. Interest payable semi-annually at the Farmers' Loan and Trust Company in New-York.

PRICE 90 AND ACCRUED INTEREST.

This road has a traffic GUARANTEE from the well-known Government, Consolidated Cincinnati, and Indianapolis Railway," by which it is estimated that from One Hundred to Two Hundred Thousand Dollars of these Bonds will be redeemed by 1874, and accrued interest, each year, giving the fortunate holder 10 per cent. profit, Paying 7 per cent. interest upon the investment.

We invite the attention of Capitalists and Investors to this security as a particularly desirable and safe one, and should be glad to furnish Pamphlets and Maps and full particulars upon written or personal application.

We have also for sale a small balance of the quarterly Coupon 8 PER CENT. GOLD BONDS of the "LOGANSPORT, CRAWFORDSVILLE AND SOUTH-WESTERN RAILWAY of INDIANA," completed Road, running for twelve miles through the CELEBRATED BLOCK COAL FIELD.

Government Bonds and all marketable securities taken in exchange at the market rates.

JONES & SCHUYLER,
No. 12 Pine-st., New-York.

Brooklyn STEAM TRANSIT CO.

NOTICE.

Books of subscription to the Capital Stock of this Company will be opened at the

BROOKLYN TRUST COMPANY,
Court-st., Corner of Remsen-st., and at
TURNER BROTHERS', Bankers,
Corner of Pine and Nassau-sts., New-York,
ON
Monday, Dec. 2,

As soon as Five Hundred Thousand Dollars of Stock is subscribed for the Company will be organized according to the terms of the charter.

The following gentlemen are proposed for the first Board of Directors:

JOHN T. MARTIN, WM. E. ADAMS,
HORACE B. CLAFLIN, GILLIAN SCHENCK,
ROBERT TURNER, JAMES HOW,
SAM. CHITTENDEN, JOHN LEFFERTS,
R. S. BUSHING, C. S. SMITH,
E. C. LITCHFIELD, W. H. TAYLOR,
WM. E. DODGE, MORRIS REYNOLDS,
DITMAS JEWELL.

R. S. CHITTENDEN,
ROBERT TURNER,
WM. H. TAYLOR, } Committee.

CHICAGO AND CANADA SOUTHERN RAILWAY COMPANY

7 PER CENT. 1ST MORTGAGE GOLD BONDS, coupon and registered. Interest payable April and October, in New-York or London. This road, now nearly completed, pushed toward completion, to the western end of the NEW AIR LINE from Chicago to Buffalo, with the best business connections at Chicago, Toledo, Detroit and Buffalo.

Pamphlets and full information furnished by

LEONARD, SHELDON & FOSTER,
BANKERS, NO. 10 WALL-ST.

WINSLOW, LANIER & CO.,
BANKERS, NO. 17 PINE-ST.

CONVERTIBLE MIDLAND BONDS

A 7 per cent. Mortgage Bond for sale on one of the great roads running from New-York City—on THE THIRD LARGEST ROAD IN NEW-YORK STATE. The most desirable bond of all the Midland issues, affording the largest income and promising the greatest profit.

Price 85 and interest.

We believe them one of the safest and most profitable investments offered in this market for years.

ALLEN, STEPHENS & CO.
BANKERS,
SOLE AGENTS FOR THIS LOAN,
NO. 25 PINE-ST.

BANKING HOUSE OF TURNER BROTHERS,

24 Nassau-st., New-York.

DEPOSITS received subject to check at sight. INTEREST allowed certain balances.

CERTIFICATES of DEPOSIT issued, bearing interest available at all business centres. Collections made on all points.

SIGHT DRAFTS and TELEGRAPHIC TRANSFERS on San Francisco.

STOCKS, BONDS, and GOLD bought and sold on commission for cash. Carefully-selected investment securities for sale.

We especially recommend the 7 PER CENT. GOLD FIRST MORTGAGE BONDS of the INDIANAPOLIS, BLOOMINGTON AND WESTERN RAILWAY EXTENSION AS a prime security, fully entitled to the confidence of all investors. PRICE 90 and INTEREST. Pamphlets and circulars relating to the bonds furnished on application.

VERMILYE & CO.
BANKERS,
16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.
BUY AND SELL ON COMMISSION
GOLD, GOVERNMENT STOCKS, BONDS AND COUPONS.
MAKE LIBERAL ADVANCES
ON APPROVED COLLATERALS.
ALLOW INTEREST ON DEPOSITS.

OFFICE OF THE NEW CENTRAL COAL CO.,
NO. 5 AND 6 TRINITY BUILDING,
NEW-YORK, Nov. 19, 1872.

THE ANNUAL MEETING OF THE Stockholders of this Company for the election of Directors to serve for the ensuing year will be held on TUESDAY, Dec. 10, 1872, at 12 M.

Polls open from 12 M. to 2 P. M.

The transfer books will be closed from the 1st to Dec. 10 inclusive.

By order of the Board of Directors.

WM. S. JACQUES, Secretary.

THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE NEW-YORK MARLBORO' MINING CO., for the election of Directors for the ensuing year will be held at their office, No. 96 Broadway, Dec. 12, 1872.

The polls will be open from 2 until 4 P. M. The transfer books will be closed from the 30th inst. inclusive.

CHARLES W. DARLING, Secretary.

FINANCIAL.

SEVEN PER CENT.

STATE AID BONDS,

TO THE ARKANSAS CENTRAL RAILWAY,

A FIRST LIEN

ON THE REVENUE OF THE ROAD,

ONLY $15,000 PER MILE,

At Seventy-five Cents

AND ACCRUED INTEREST.

This is the Great Central Road and West, passing through Arkansas, CONNECTING THE THREE LARGEST CITIES IN THE STATE, Helena, Pine Bluff, and Little Rock, the Capital. This route has supported a LINE OF FIVE STEAMERS for several years. Connects with the GREAT COAL FIELDS and Little Rock; and THE CATTLE TRADE from Texas, with immediate control of the COTTON PRODUCT FROM THE RICHEST PLANTATIONS IN THE WORLD. What these facts, carefully investigated will at once observe the immense traffic that awaits this Road.

Interest payable 1st October and April, at the Union Trust Company, New-York.

Maps, circulars, pamphlets, giving full particulars of the loan, to be had by addressing the undersigned.

WILLIAMS & MOSTWICK,
Bankers, No. 49 Wall-st., New-York.

Lake Ontario Shore R.R.

7 PER CENT. GOLD

FIRST MORTGAGE BONDS

At 70 1-2 and Accrued Interest.

Part, 120,000 per mile, unincumbered; the Capital Stock over $2,000,000. Road runs through a populous and rich agricultural district from Geneva to Lewiston, on the Niagara River, with branches to Rochester and Suspension Bridge. Connects at other end with leading Trunk Lines; is admirably located for securing large and profitable Canal and through business; 45 miles of track already laid; and work in progress; 150 miles under contract to be finished within ensuing year. Pamphlets with full information furnished.

We recommend the above loan as one of the most reliable and attractive on the market. For sale by

GEORGE OPDYKE & CO.,
No. 25 Nassau-st.

GUARANTEED BONDS ON A COMPLETED ROAD.

THE CINCINNATI, RICHMOND AND FORT WAYNE RAILROAD CO.'S FIRST MORTGAGE 7 PER CENT. GOLD BONDS,

HAVING FIFTY YEARS TO RUN, PRINCIPAL AND INTEREST PAYABLE IN UNITED STATES GOLD COIN, not liable to be taxed in the hands of holders, and for sale by us personally in New-York, on the 1st day of June and December, and generally throughout Europe and America.

THE CINCINNATI AND RICHMOND RAILROAD COMPANY,
THE PENNSYLVANIA COMPANY, AND
THE GRAND RAPIDS AND INDIANA RAILROAD COMPANY,

OWN AND OPERATE

THE ROAD FROM CINCINNATI TO RICHMOND, Ind., and has contracts running ninety-nine years for the use of its tracks and business with the above Companies, and with the Pittsburg, Fort Wayne and Chicago Railroad Company. Price 92 1-2 and interest

Full particulars on application to

WINSLOW, LANIER & CO.,
NO. 17 PINE-ST.

EDWARD HAIGHT & CO.
BANKERS,
NO. 9 WALL-ST., N. Y.

FIVE PER CENT. Interest Allowed on Deposits.

The business of our firm is the same as any State or National Bank.

Individuals or firms banking with us may deposit and draw as they please, the same as with any bank, except that we allow Five per Cent. Interest on all balances.

We buy and sell Bonds, Stocks, Gold, Bankers' Drafts, and collect Business Notes and Drafts throughout the United States, giving prompt returns.

Bonds of City of St. Paul, Minn.,

8 Per Cent., Semi-Annual Interest,

FOR SALE BY

FITCH, OTIS & CO.,

No. 11 PINE-ST.

All due bonds or interest coupons of City of St. Paul will be redeemed on presentation in City of New-York.

JOHN MUNROE & CO.,
BANKERS, NO. 8 WALL-ST., NEW-YORK,
ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE IN ALL PARTS of the WORLD.

ELECTION NOTICE.

Notice is hereby given that the annual election for Directors of the Maryland Coal Company will be held at the Company's office, No. 111 Broadway, on TUESDAY, Dec. 3, 1872, between the hours of 12 M. and 2 P. M.

The said transfer books of the Company will be closed from Nov. 23 to Dec. 10, 1872, inclusive.

W. M. BRAMHALL, Secretary.

ATLANTIC INSURANCE SCRIP
BOUGHT AND SOLD BY
WE. C. GILMAN & CO.,
No. 27 Broad.

RAFFOUARD FIRE INSURANCE COMPANY, No. 42 BROADWAY, NEW-YORK, Nov. 27, 1872.

AN ELECTION FOR TWENTY DIRECTORS of this Company for the ensuing year and of three Inspectors of the next succeeding election will be held at this office on WEDNESDAY, Dec. 11, proximo, at 12 o'clock noon. The poll will remain open from 12 to 1 o'clock.

JAMES TERRANCE, Secretary.

DIVIDENDS.

OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, NO. 60 BROADWAY, ROOM No. 23 (Drexel's Buildings),
NEW-YORK, November, 1872.

THE COUPONS DUE DEC. 1 ON THE First Mortgage Bonds of the Toledo, Peoria and Warsaw Railway to Eastern Division; also, coupons on the Burlington Division, will be paid at the office of the Company, No. 60 Broadway, on and after that date.

JAS. F. SECOR, President.

No. 23 EXCHANGE-PLACE, Nov. 29, 1872.

THE COUPONS MATURING DEC. 1 next, of the UNION PACIFIC RAILWAY COMPANY, EASTERN DIVISION SIX PER CENT. GOLD BONDS will be payable on and after that date, at our office.

DREXEL, MORGAN & CO.

THE QUICKSILVER MINING COMPANY,
No. 13 NASSAU-ST., NEW-YORK, Nov. 20, 1872.

THE SEVEN PER CENT. GOLD COUPONS of the FIRST MORTGAGE BONDS of this Company, due December, will be paid on and after that date, upon presentation at the office of the Company, No. 13 Nassau-st.

DAVID MAHANY, Secretary.

MILWAUKEE AND NORTHERN RAILWAY COMPANY.—The coupons due Dec. 1 on the eight per cent. first mortgage bonds of this Company will be paid on and after that date by GUERNSEY, MORRIS & CO., No. 8 Exchange-place.

THE INTEREST ON THE BONDS of DES MOINES CITY, IOWA, due Dec. 1, 1872, will be paid on presentation at the banking-house of ALLEN, STEPHENS & CO., Bankers, No. 25 Pine-st.

TENNESSEE COAL AND RAILROAD CO.'S COUPONS due Dec. 1, 1872 will be paid on presentation at the office of the New-York Bond Deposit Company, No. 108 Broadway.

E. M. C. GRAHAM, President.

THE COUPONS OF THE LOUISVILLE DRYDOCK COMPANY, due 1st December, 1872, will be paid on presentation at the Banking-house of GILMAN, SON, & CO., 47 Exchange-place, New-York.

SAVINGS BANKS.

IRVING SAVINGS INSTITUTION,
NO. 16 WARREN-ST., NEW-YORK.

SIX PER CENT. INTEREST allowed on all sums.

Interest commences from first January, April, July, and October. Bank open daily from 9 A. M. to 3 P. M.

WALTER W. CONOVER, President.
VANDERBILT L. BUNTON, Secretary.

UNION DIME SAVINGS BANK,
No. 32 CANAL-ST., corner of Lafayette.

$10 to $300 and 3½% CANAL-ST., corner of Lafayette.

SIZE per cent. interest on $5 to $2,000.

ASSETS, $70,358,379 80.

DEPOSIT TODAY in the SAVINGS BANK Chartered by the United States.

SEND FOR CIRCULAR. No. 195 Bleecker-st.

ASSETS OVER $2,000,000.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES at the THREE Up-town Offices, No. 1,235 Third-av., corner 72d-st.; No. 308 West 125th-st., corner 8th-av., and No. 1,526 Third-av., corner 86th-st.
NO EXTRA CHARGE WHATEVER.

AT THE BUREAU FOR FOREIGN assistants, No. 19 8th-av., between 10th and 11th sts. (over the drug store), employers can find at all times a large number of French, English, Scotch, Swedish, Danish, American, and Irish, male and female, help. References investigated.

AT MOCKMAN'S, NO. 25 8TH-AV., we select situations for a large number of professional French and other assistants, experienced cooks, waiters, housework, chambermaids, nurses, nurse-maids, young girls, and those newly landed.

AT PELTON & CO.'S, NO. 645 6TH-AV., near 45th-st., kennedy with Scotch servants of all nations. Protestant and Catholic, the City and country.

CHAMBER-MAID AND WAITRESS.—By a German Protestant young woman, who is thoroughly competent for either of the above work and willing to make herself useful; can produce the best of City references that will bear the strictest investigation. Apply at No. 259 West 30th-st., near 7th-av.

CHAMBER-MAID, &c.—BY A RESPECTABLE young woman, who understands a situation as chamber-maid and waitress. Thoroughly understands any business; has no objections to the country; has good City references. Apply at No. 207 8th-av.

CHAMBER-MAID.—BY A YOUNG GIRL, who has a very good character from last place. Call for two days at No. 227 West 42d-st.

CHAMBER-MAID, &c.—BY A NEAT AC-tive young woman as chamber-maid and assist in washing, or chamber-work and assist in the washing; City references. Call at 329 West 37th-st., near 7th-av.

CHAMBER-MAID, &c.—A PROTESTANT young woman wishes a situation as chamber-work and assist in the washing; City references. Apply for two days at No. 217 East 39th-st.

CHAMBER-WOMAN.—BY A RESPECTABLE Protestant woman to go out by the day, or to take work home; good references. Call at No. 231 West 29th-st., third floor, front.

COOK.—BY A SUPERIOR FAMILY COOK; understands French and American cooking in all the branches thoroughly; has first-class City references; will go for moderate wages. Apply at No. 27 East 21st-st., between 4th and Madison-avs.

COOK, WASHER, AND IRONER.—BY a Protestant woman as cook, washer, and ironer or chamber-maid and waitress, either in a private family or boarding-house; first-class references from last places. Call at No. 227 West 37th-st., between 6th and 7th-avs.

COOK, WASHER, AND IRONER.—BY a neat and tidy young woman, with excellent City references; is a good bread, biscuit and pastry baker, and an excellent washer and ironer. Apply at Seventh-av. and 17th-st., over the store, in the rear.

COOK, WASHING AND IRONING.—By a neat, tidy, respectable young woman, who understands her duties in every respect; is an excellent washer and ironer, and has lived seven years in City. Call at No. 127 West 11th-st., corner 6th-av.

COOK, &c.—BY A NEAT, TIDY YOUNG Protestant woman, thoroughly understands the business in every respect; will go a short distance in the country; has five years' recommendations from her last place. Call at No. 128 West 13th-st., corner 6th-av.

COOK.—BY A RESPECTABLE YOUNG WOMAN as first-class cook; thoroughly understands her business; excellent baker of bread and pastry; will assist in the washing; careful and calliding; City references. Call at No. 27 West 16th-st., near 5th-av.

COOK, &c.—BY A FIRST-CLASS COOK; WITH good City references; would like a situation in a private family; is a good cook, washer, and ironer; wages, $20; no objection to the country. Call at No. 247 West 37th-st., between 7th and 8th-avs.

COOK, &c.—BY A THOROUGHLY COMPE-tent cook; is neat and tidy about her work; will assist in washing and ironing; has good City references. Apply at No. 227 West 37th-st., between 7th and 8th-avs., upstairs.

COOK.—BY A FIRST-CLASS ENGLISH Cook; is thoroughly well versed in both English and French cooking; can give the best of references from last place. Call at No. 27 East 21st-st., between 4th and Madison-avs.

COOK, &c.—BY A PROTESTANT YOUNG Woman; very respectable and very good cook and baker; good laundress; country or City; very best references. Call at No. 26 8th-av.

COOK, &c.—BY A COMPETENT YOUNG woman; is a good cook and laundress, or to do housework in a small family; excellent City references. Call at No. 102 West 45th-st.

COOK, &c.—BY A RESPECTABLE YOUNG girl as good cook, washer and ironer; good City references. Call at No. 127 West 27th-st., rear, third floor.

COOK.—AS GOOD COOK IN A PRIVATE family; several years' good City reference. Apply at No. 276 3d-av.

COOK.—BY A YOUNG FRENCH GIRL, who is a good cook. Is at present with Dr. Deleon at No. 631 8th-av., French office.

COLORED HELP.

First-class cooks, laundresses, chamber-maids, waitresses, and seamstresses, waiter man, &c., at JOHNSON'S Private Agency, No. 132 West 26th-st., between 6th and 7th-avs.

DRESS-MAKER.—THOROUGHLY UNderstands fitting and trimming ladies' and children's dresses; also understands all kinds of fancy or white work; can operate on several machines, or will furnish her own if required; would like a few more engagements. Address E. T. S., Up-town Times Office, No. 544, West 23d-st.

EMPLOYERS

Can always be PROMPTLY SUITED WITH DOMESTIC HELP,
FOR ANY CAPACITY, AT
No. 159 West 34th-st., near Broadway.
REFERENCES INVESTIGATED.

FIRST-CLASS GERMAN SERVANTS, both male and female, can be had at the German Bureau, No. 5 Bleecker-st., corner Bowery.

HOUSEKEEPER, &c.—A MIDDLE-AGED Protestant New-England woman would like a comfortable home; would be willing to do sewing; is a good housekeeper and cook; can give best reference. Call on Monday, 2d inst., at No. 40 Mor.-av., between 24th and 25th sts.

HOUSEKEEPER.—BY A YOUNG WIDOW lady, a situation as housekeeper or companion; references given; salary required $15. Address Mrs. Dr. Talboys, No. 146 Fleet-st., Brooklyn, Long Island.

HOUSE-WORK.—BY A GOOD GERMAN woman, with a child, eight months old, to do general house-work; is a good cook; willing and obliging. Apply at No. 127 Norfolk-st., at M. Hill's.

HOUSE-WORK.—BY A GOOD GIRL; has good City reference; is used to general house-work; is strong and willing. Apply at No. 220 West 52d-st.

LADY'S MAID AND GOVERNESS.—BY a lady who has just returned from Europe; speaks French, German and Italian, besides her native language; is also a first-class seamstress and dress-maker; and a thorough performer on the piano; would prefer to travel with or accompany a lady abroad; can be seen at No. 318 West 34th-st., near Broadway.

LADY'S MAID.—BY A CAPABLE FRENCH Lady's maid, understanding perfectly her service for young or elderly ladies, or she has waited on both; speaks English and French perfectly; has the very best references; can be seen at her present employer's. Address No. 405 5th-av., French office.

LADY'S MAID.—BY A COMPETENT ENGlish maid, who understands her duties perfectly; is quiet, fits, and makes dresses; sews on several machines; will go a short distance in the country. Call or address No. 406 8th-av., French office.

LADY'S MAID.—BY A FRENCH PERSON as lady's maid and seamstress; is an expert operator on Wheeler & Wilson machine; will make herself generally useful. Call or address No. 173 Thompson-st.

LAUNDRESS.—BY A PROTESTANT young woman; very respectable, and good laundress; will do chamber-work. French dressing also; has good City references; will go a short distance in the country. Apply at No. 63 8th-av., near 10th-st.

LAUNDRESS.—BY A SUPERIOR LAUNderess; is an excellent hand at fluting and polishing; can give the best of references from first-class families. Call at No. 121 8th-av., Rose-row-square.

LAUNDRESS.—BY A YOUNG WOMAN (who understands her business in all its branches thoroughly), who has the best of City references. Apply at No. 36 Carmine-st., between 6th and 7th-avs.

LAUNDRESS.—BY A THOROUGHLY COMpetent laundress; can do fine fluting, ruffling, and polishing; best of testimonials. Apply at No. 63 8th-av., near 10th-st.

LAUNDRESS.—BY A TRUSTWORTHY, competent young woman, to go out by the day to do washing or cleaning. City references. Call at No. 203 West 37th-st., near 7th-av.

LAUNDRESS.—BY A RESPECTABLE Protestant woman as first-class laundress; understands fluting perfectly; has best references. Call at No. 216 West 30th-st., between 7th and 8th-avs.

LAUNDRESS.—BY AN ENGLISH PROTestant woman as family washing at her house; first-class laundress; good reference can be given. Call at No. 1,873 Broadway, in rear.

LAUNDRESS.—A RESPECTABLE WOMAN would like a few more families to wash at home; first-class laundress; does up in the best style. Apply at No. 419 West 36th-st.

LAUNDRESS.—BY A SWEDISH GIRL as laundress and family washing to do at home. Call at No. 220 East 30th-st., first floor.

LAUNDRESS.—BY A FIRST-CLASS LAUNdress; has the best of City references. Call at No. 426 5th-av.

NURSE, CHAMBER-MAID OR SEAMstress.—By a respectable young English Protestant woman; is willing to do generally useful as a nurse; will give excellent recommendations as to honesty, respectability, &c.; has no objection to leave the City. Call at No. 126 West 11th-st., corner 5th-av.

NURSE.—BY A VERY RESPECTABLE young English woman, married, to take an infant's nurse; is fully competent to take full charge of an infant from its birth; has two and seven years' reference from former places. Apply at No. 60 6th-av.

HORSES AND CARRIAGES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES at the THREE Up-town Offices, No. 1,235 Third-av., corner 72d-st.; No. 308 West 125th-st., corner 8th-av., and No. 1,526 Third-av., corner 86th-st.
NO EXTRA CHARGE WHATEVER.

A HANDSOME BAY HORSE, SIX years old, 15 hands high, very sound and gentle, not afraid of steam; suitable for a doctor or private family with two seats. Can be seen for two days at Summerville's livery-stable, No. 325 Bowery-st.

HORSE-BLANKETS, FOR CARRIAGE and stable use, lap robes, whips, &c.; the best goods in the market for the low price. MAGNUS BROTHERS, No. 134 Fulton-st., near Williams.

FOR SALE—A BAY HORSE, NEARLY SIX years, hands high; good for trotter or carriage. Inquire of J. M. EDGAR, No. 248 West 19th-st.

SITUATIONS WANTED.

FEMALES.

NURSE, &c.—BY A VERY RESPECTABLE young woman as nurse and seamstress; is capable of caring a baby from its birth; good City reference. Call or address No. 248 West 37th-st., for two days.

NURSE.—BY A YOUNG FRENCH GIRL, who is a very good nurse and seamstress; has no objection to the country; best of testimonials. Can be seen at No. 251 6th-av.

NURSE, &c.—BY A NEAT, TIDY GIRL AS nurse and assist in sewing; as an under-nurse and waitress; willing to make herself generally useful; can be heard of at No. 1,235 Third-av., corner 72d-st.

NURSE, &c.—BY A PROTESTANT GIRL as nurse and chambermaid, or plain sewing. Call for two days at No. 124 West 30th-st.

NURSE.—BY A FIRST-CLASS CHILD'S nurse; has good City references; is a good plain seamstress. Can be seen at No. 63 8th-av., French office.

NURSE.—BY A YOUNG WOMAN AS nurse; has good City reference; is a good plain seamstress; would go out of the City. Call at No. 248 West 37th-st., near 7th-av.

SEAMSTRESS.—BY A YOUNG WOMAN as seamstress and chambermaid; can make ladies' and children's dresses neatly and quickly; can do all kinds of family sewing; has no objection to go South; chamber-work, or would go to groom children; has good references. Call at No. 159 West 28th-st., between 6th and 7th-avs., Room No. 14.

SEAMSTRESS.—BY A GERMAN GIRL; IS capable of taking a situation as seamstress and nurse, or chamber-maid and waiting; can give reference for either from former employers. Call at office, No. 73 6th-av., Reformed Church.

SEAMSTRESS.—BY A SWEDISH GIRL; is a good seamstress. Call at No. 213 3d-av., in the basement.

WAITRESS.—BY A PROFESSED WAITress; is active and quick and extremely neat and tidy; does not wear rings; has two splendid City references, one of three years; is used to the first-class families. Call at No. 60 Sullivan-st., between 24th and 25th sts., upstairs.

WAITRESS.—BY A RESPECTABLE young woman as first-class waitress; thoroughly understands the care of silver, &c.; is willing to do plain sewing; has good City references. Apply at No. 241 6th-av., between 4th and 5th sts.

WAITRESS.—A COMPETENT YOUNG girl as waitress in a private family. Can thoroughly understands her business; three years' reference. Apply at No. 107 West 13th-st.

WAITRESS.—BY A PROTESTANT WAITress; is perfectly neat in her address and has excellent City references. Call or address as No. 405, 6th-av., French office.

MALES.

BUTLER.—BY AN ENGLISHMAN; A single man preferred; who can be highly recommended for sobriety, &c. Call or address Butler, No. 233 6th-av., between 20th and 21st sts.

COACHMAN.—A GENTLEMAN WANTS A situation for his coachman; is a steady, sober young man; City or country; perfectly understands the care of horses, harness and carriages; also furnishing and care of furniture; can milk and is not afraid to work; will make himself useful in any way required. Call or address for two days, 1,235 Third-av., corner 72d-st., Address Dresser, Box No. 208 Times Office, for two days.

COACHMAN.—BY A RESPECTABLE Cyprus German single man; first-class driver; has excellent recommendations; is a good gardener; understands his business in all its branches; can milk and make himself generally useful; has no objection to the country. Call at No. 243 West 40th-st., between 7th and 8th-avs.

COACHMAN.—BY A THOROUGHLY EXperienced coachman and groom; is of good appearance, and understands taking charge of fine carriages; and understands taking charge of fine carriages; and understands taking charge of fine carriages;

OUR PRESENT DANGER.

Immense Quantities of Inflammable Oils in New-York Stores.

Probability of Their Spreading a Fire Down Town.

Observations of a Times Reporter Among the Store-Houses.

Culpable Negligence of Employes in Handling Inflammables.

Necessity of a Thorough Revision of the Storage System.

Ever since the great fire in Boston much has been said about the danger of the modern Mansard roof in our large cities. It is claimed that the disastrous conflagration in Boston could not have reached its gigantic proportions had not wooden Mansard roofs on fire-proof buildings presented a means of spreading the flames. From this standpoint of opinion fears have been repeatedly expressed that New-York was actually in great danger from fire, though, as is usually the case in this City, it all ended in empty words. But we really are in danger of a terrible and gigantic fire from another cause, which has, apparently, escaped the attention of the general public. We allude to the presence of combustible and inflammable substances, constantly stored up by dealers in large quantities, and handled by them with very little care. Should a fire break out on a cold night this Winter in any of the down-town warehouses, it may easily assume dimensions beyond immediate control, simply by aid of the combustible matter within its reach. Explosions may and will occur, so that with any considerable force of wind, the flames must rapidly extend, and the Boston calamity be repeated in our City, with far more disastrous results.

It may not now be generally known that scarcely a block in the down-town portion of the City is free from the presence of inflammable and dangerous substances, which are stored up with an utter disregard of the inevitable consequences in the event of fire, besides being handled with gross negligence on the part of employes, in many cases with the full knowledge of employers. The concentrative instinct of trade has brought together a large number of the oil warehouses on the east side of the City, between Fulton and Wall streets, where, in a hundred or more of the oldest warehouses of the City, the bulk of the traffic in oil is carried on. A considerable amount of oil and grease is also stored in other portions of the City, while wholesale drug-houses dealing in these articles are to be found in every street below the City Hall.

With a view of ascertaining the degree of care exercised in the handling of such dangerous merchandise, a reporter of the TIMES recently made a tour of the lower part of the City, including both the east and west sides. Beginning in Front-street, the first place visited was the lard-refining establishment at Nos. 81 and 83, where the process of greasing an entire building was minutely explained. The lard is bought from Western dealers, and removed in the original packages to the upper floors of the building, where it is stored until put through the refining process, which consists of melting it down to skim off the impurities, and thence running the liquid, by a wooden pipe, through the building to a large wooden trough in the cellar, where it is ladled into cans for shipping. The reporter watched the transfer carefully, and observed that quantities of the oil dropped to the flooring of the cellar, which was apparently soaked through by incessant supply. The framework of the trough, the supports and the stairs were obscured by grease, and by the leakage of the cans the floor above was in but little better condition.

"We might do the filling elsewhere," said the guide, "but it wouldn't pay so well, for the cartage on canned goods is much heavier than of stock in bulk, and we should have to put up the price or lose part of the profit."

"But in case of fire, wouldn't the building go much quicker than if the wood-work was dry?"

"Oh, no doubt; but trade can't stop to think about that."

On leaving the cellar, the reporter passed into an adjoining department, where the refuse was being made into lard-oil, which, of course, was in a similar condition to the one already described. A journey up the four flights of greasy stairs leading to the upper floors revealed nothing further, "no admittance" being the rule in the storage and melting rooms. The remainder of the block is occupied chiefly by tobacco and whisky merchants, with ship-chandlers' stock on the upper floors. A butter and lard establishment on the corner above was next visited, and things found in about the same condition. Higher up the street several oil-stores are grouped together, and in one of them the reporter found casks of linseed-oil stored on the second floor, in defiance of underwriters' laws. The cellars of all these places were filled with barrels of oil of various kinds, and the floors were greasy from leakage and waste. In some cases wood, coal, and straw were heaped up in the corners, while the staves of old oil-barrels which had broken and spread their contents were scattered about. Entering Maiden-lane, a continuous row of signs denotes that the locality is devoted to grease, kerosene, linseed, whale, and signal oils, petroleum, and lubricating fluids, mixed with the lighter and more volatile gasoline, naphtha, camphene, "liquid lightnings," paraffine, &c. Barrels and cans of these fluids line the sidewalks on both sides of the way; the ground floors are similarly cumbered, while suffocating vapors come up from below. On this street, between William-street and the East River, are thirty-seven oil-stores, the traffic of which embraces every description of lubricating and illuminating oil, with a full stock of resin, varnishes, tar, &c. The little room left for other trades is taken up by coopers, painters, and paper-dealers. The locality is famous as the centre of oil warehouses, being known and dreaded among underwriters as the "oil district." Descending the steps leading to the cellar of the "Safety Oil Company," the reporter found himself in the midst of a collection of nearly all the fluids known to the trade. As in many other places, the floor was shamefully oil-soaked, and a stream of oil was running off on one side. In one corner a quantity of hay, straw, coals, and kindling wood (pine knots) was roughly heaped up, the same fuel being scattered among the casks in the front part of the cellar.

"What do you keep all that down here for?" inquired the reporter.

"For kindling, sure," responded the porter in attendance. "We make that corner the coal-bin for the stove upstairs."

"Is the oil down here ever spilled?"

The porter laughed at the simplicity of his questioner before answering. "Get spilled? Why, when you're letting down stock in anything of a hurry a cask breaks once in a while, and there ain't any way of saving the oil."

"Does it run over the floor upstairs?"

"Sometimes a cap gets upset and soaks in, but we can't help that."

"Is there any oil upstairs?"

"That I can't say. I've seen it in the lofts in some places, but I don't go upstairs much here; but it's pretty greasy all through, I reckon. One time, I recollect, I was with an oil house, and two casks broke on the third floor and made things uncomfortable in the places below."

"What sort of a place would this be in case of a fire?"

"Wouldn't give any place on the block an hour to stand, once flames got to burning round here. But, for that matter, I don't know as it's much better any where on the street."

"Is there anything down here that is liable to explosion?"

"Explode, you say! Why, there's lots of stuff all round the cellars about here that's liable to explode. That naphtha, now, would go off like a flash if it got the first chance. Then there's gasoline and other things the same way. You recollect the time, a year ago last Summer, when No. 130, Libby & Clark's store, was burned out. Gasoline done that. They were filling kerosene or petroleum into cans in the cellar, when some gasoline exploded, and they had to move quick to save themselves from burning. If that fire had come in the night, I wouldn't have cared to have been asleep in the block, nor any where in the district, neither."

"Do you think the district could be made safer against fire?"

"Easy enough, and maybe it will be in time, but about here the houses ain't fit for much more than burning anyhow. They throw things around mighty loose in this district. There's no need to do the filling of the casks at the store as a regular thing, and it's that what makes the place so greasy. Up at Pratt's, in Fulton-street, and at other places, they bring down the oil in cans from the factory, and if the cans were only careful, the casks could be lowered away and hoisted without any of them breaking. But there ain't much use in all that now; things are oiled up pretty well around here already."

On the termination of the interview, the cellars of J. Cook, Jr., Wood & Co., Chard & Howe, the Washington Oil Company, the Peerless Oil-works, and other establishments on the street were visited, and in all the state of things was found the same, and wherever opportunity for observation was afforded, the ground floors were not much better.

In the cellars of some, coal and wood were scattered about loosely, while rows of casks, with bungs out and a small tin apparatus for pumping inserted, kept up a running supply sufficient to spread a conflagration over an entire district. Into one of these the reporter walked, unchallenged, and deliberately struck a match to light a cigarette, which was smoked during the time of his stay without a word of protest or warning from those present, by whom he was evidently regarded as one of the employes, or an acquaintance of the latter.

The stores on the block between Water and Pearl streets were inspected, and, with hardly an exception, were found in an equally neglected condition. Everywhere it was the same oil-soaked floors and greasy wood-work, with coal and kindling-wood in the corners, while occasionally resin, pitch, and turpentine shared their share of space in the cellars. Seeing an oil-dealer's sign depending from an upper story, the reporter climbed up the staircase to learn, if possible, whether oil or other inflammables were kept above the cellar and first floor. Opening the door cautiously, the intruder was rewarded at the sight of a number of small casks and kegs, while the slippery condition of the floor betokened not only the presence but the spilling of oil. One of the clerks came forward and innocently engaged in conversation, in which he assured the reporter that this was not the store in question, but only a few samples such it was necessary to keep upstairs. It was done in all cases where the office was not on the ground-floor. He had sometimes seen it upset and run along the stairs to the landings below and soak as it went down.

With a view of ascertaining still further the contents of the building, the reporter pushed his way up two more flights of steps. The only door open was that of the janitor's room, from the occupant of which it was learned that the top door was used as a storage loft, "mostly for old boxes and packages, generally." The janitor had evidently gone through some years of experience in such buildings, and on being questioned he stated that the upper floors of most of the buildings in that quarter were stored with similar material. He did not stay there as night, he said, and he thought the locality was usual enough any where for keeping a fire going. Other lofts were visited with similar results, loose resin and rolls of tarred felt being found in one.

Returning to the cellars, the reporter encountered another talkative porter, who was questioned in the views expressed in the interview previously recorded. His ideas were more sweeping, however; he wouldn't care, he said, to own any part of the east side below Fulton-street, if a fire once got underway in the "oil district." "Why, Sir, the oil runs in a regular train right along, and there ain't a cellar about here but what would burn like a pine knot. When a cask gets smashed the oil soaks right through to the next cellar, unless the walls are thicker than usual; but, anyhow, it goes round to the next cellar, somehow, and some of these coopering places are just as bad as the oil-cellars. Very often they change the oil from an old barrel to a new one in the cooper's cellar, and then the oil gets wasted by the gallon and soaks into the shavings, and the old staves are chucked aside or coopered into another cask, and then they plane off the paint and leave the shavings around, and they are just as bad as tinder. Why, there came near being a fire in a cooper's place up here near Pearl-street, not long ago, from tobacco blowing out of a pipe and getting in the shavings. It spread like the mischief, but they were quick about it and got it out before it went very far; otherwise things would have been hot round here."

On being questioned as to the efficacy of water to put out a large oil fire, he rejoined:

"Don't you recollect the Hunter's Point fire, the other day, where it was bound to burn as long as any oil was left? When fire once hits an oil street, like this square, it's got to go; and if one of these blocks was to get blazing, the East River couldn't put it out. It's all well enough, so long as you can keep it away from the oil; but, once that is started, the water only spreads it, for the oil runs to the top, and it keeps blazing, and will set more. No, Sir, never the water carries it. You body knows what oil can do better than me, for I've seen it often enough, and I can tell you when much of it gets arolling you had better give up and begin blowing up all around it, for it will carry fire wherever it goes."

"Any gasoline and such fluids liable to explosion?"

"Likely enough any time, and it's a wonder to me that this street has escaped so long. The stores about here ain't anything more than old timber and plaster, and it would be a good thing if a fire would burn them down provided it didn't go further."

"Would it be likely to go further," do you suppose?"

"Go further! Why, it would run up Pearl-street, and Water-street, and Front-street, and in every direction, and in less time than I'm telling you it would take in Fulton-street, and have the river-side and the ships in a blaze. Front-street ain't much better than this any way, and it would spread quick enough in the tobacco and whisky places down there, and the ship-chandlers places and the sail-lofts along South-street would take it up as fast as it could run there. It's my humble opinion, young man, that if things begin blazing down here any time, its going to be the biggest blaze New-York will care to see in some time."

Having thus delivered himself, the porter returned to his work, leaving the reporter to follow up the clue the man's talk had given him, and to see whether an explosion in Maiden-lane would be likely to start a fire which, following the avenues leading in every direction, should eclipse Chicago and Boston.

Front-street, which has already been described, undoubtedly forms an avenue into which flames might be readily drawn, and, once started, would sweep with uncontrollable rapidity. The warehouses along Pearl, Water, Gold, and other streets are stored with oil, greasy substances of every description, and tobacco and whisky below, with antiphlogisticators and inflammables of every description on the upper floors, the whole being capped by lofts of waste and rubbish, which, in case of a fire, must soon be enveloped, and the light cinders blown in every direction, spreading the flames to the roofs of buildings, the lower stories of which might until then have escaped. The oil-stores would be just so many torches in the furnace, and probably would burn through a greater deluge than any Fire Department would be able to bring to bear. For conveyance along the water front, the flames would find a ready conductor in the inflammables with which South-street is stocked, signal-oil being among the staple articles of trade among the shipstore furnishers of that locality. Whether at last it took one direction, or was blown in another, it is reasonably certain, that a fire well under way in the "oil district" would inevitably envelop all buildings left standing on the west side below Fulton-street, and between William-street and the river. The lower part of Maiden-lane being the centre of the oil interest, must, of course, be regarded as the most dangerous locality, but a fire started in any corner of the oil district would be likely, unless at once got under control, to become general fire in the district, and then over all the lower business portion of the east side.

On the west side of the City there are only a few oil repositories, but in these the same degree of carelessness is visible. In a large drug-house on Greenwich-street the oil-cans were ranged in the cellar on rows of shelves, which evidently contained as much grease as incessant soakage could impart to ordinary deal. In this cellar were also boxes of miscellaneous merchandise, which, for aught the Fire Commissioners know to the contrary, might include friction matches, not an altogether unlikely conclusion, as the firm in question keeps on hand every combustible and inflammable known to the oil and drug trades. On Westerstreet there are several oil-stores, rendered all the more dangerous from proximity to buildings full of dry, combustible material. The cellar of a large oil-store near Harrison-street was found to conduct directly with the adjoining building, the cellar of which was filled with empty casks, while the upper floors were devoted exclusively to the storage of empty barrels. The oil-cellar was no exception to others visited so far as liability to fire was concerned.

On John, Fulton, William and other streets, and also in the lower part of Broadway, there are several of these oil establishments, while Cedar-street is little better off than Front-street or Maiden-lane. Few of these places were left unvisited, but the limited space of a daily newspaper is insufficient for any further individual description, and the condition of the places already described may fairly be accepted as specimens of the whole. There are some exceptions, of course, but the latter are by no means sufficiently numerous to diminish the danger.

Since it has been shown that, in consequence of the extreme carelessness in the handling of oils, to say nothing of the frequent violation of the law, the City is in imminent danger of a conflagration, similar if not greater than the fires of Chicago and Boston, it might be as well to consider the probabilities of fire originating in the locality of oil-stores.

First, the explosion of gasoline, naphtha, &c., would unquestionably originate a fire, as has already been shown by actual precedent. That oils, in themselves non-explosive, should be kept in the same cellar with volatile, explosive fluids, is a shock to common sense; yet the writer, from personal observation, can attest not only to this, but to the fact that these articles are stored together promiscuously.

Again the building which form the east-side of district, are among the oldest in the city and have become so thoroughly oil-soaked that the momentary flame of an explosion or the accidental kindling of an ordinary friction-match, would be readily taken up by the wood-work in any part of the building, and so rapid a spread would inevitably result, that the building, or block it may be, must be left to its fate. For once, at least, gunpowder would be a dangerous assistance, for if blown up, the wood-work of the surrounding buildings would, from its inflammable nature, immediately ignite and start another fire.

Another danger lies in the open gratings over many of the oil cellars, and the peals of oil that are daily renewed on the sidewalks. Burning tobacco, or the end of a cigar, falling into one of these cellars, or on the oil on the sidewalk, would be very likely to kindle a flame which would immediately spread, and "organic defect" in the construction of this kind occur frequently in the fire record, and a due proportion of the many fires of "unknown origin" may safely be ascribed to their instrumentality.

More than one merchant engaged in the oil trade has been heard to confess his belief that the present condition of the oil-stores is such as to make general destruction a certainty if a fire should once get under headway. With this oil district once ablaze, no fire department could contend against the flames with any chance of success. The latter are supposed to be rapidly enforced, yet the filling of oil in the cellar, the lard refining in the upper stories, the opening of casks and the transfer of their contents, the storage on upper floors of oil and other inflammables, and the keeping together of explosives and non-explosives so as all the same.

It may be argued that the City has so far escaped, which, at any rate would be bad logic, or no logic at all, as accepting immunity in the past as a guarantee for the future.

But the City has not altogether escaped from oil-fires, and the danger increased at an alarming rate of late years, and grows with every day, and so long as the present system of carelessness continues, the people of New-York cannot say, with any degree of assurance, that the history of Chicago and Boston is not soon to repeat itself in our midst.

JACK SHEPPARD CAGED.

The Great Burglar and Jail Breaker in Joliet State Prison with Billy Forrester Shooting Officers and Daring a Warden in the Prison—The Last Daring Act of His Career.

There is not in the country today a more expert or dangerous criminal than John McAnerney, better known as Jack Sheppard. His mother is a respectable, industrious woman, who for years endeavored to reclaim her desperate son. McAnerney has been an inmate of almost every jail in the country, and has succeeded in escaping from almost every prison in which he has been confined. When he was a boy, four teen years old, he escaped from the Tombs. He gained the sobriquet of "Jack Sheppard," by which he is known all over the country. In April last the store of H. M. Day, in Chestnut-street, Philadelphia, was broken into and $5,000 worth fof goods stolen, which were shipped to this City. Jack Sheppard and another presented the Philadelphia receipt for the two cases and were arrested. Both men were locked up in what were termed the "strong rooms" opposite the detective office. McAnerney effected the most daring escape of his life. He broke a leg of his iron bedstead, and sent the doorman out for some cigars. During the absence of the doorman, he forced the iron bars off the fanlight over the door of his cell, and got out into the hallway. When the doorman came back with the cigars, and opened the iron door leading into the hallway, McAnerney, who was crouched behind the door, slipped out behind the doorman, and ran through the corridor and escaped.

The detectives do not now know where he is, but the TIMES reporter learned that he is caged at last, and confined in a prison from which he will not easily escape. Shortly after he left New-York, McAnerney committed a burglary in a dry-goods store in the town of Blue Island, Will County, Ill. He proceeded to Chicago, and, selling it with the stolen goods, drove round the country peddling them. He was pursued by two constables, who at length overtook him; but McAnerney drew his revolver and fired on them, shooting one officer in the leg, and the other in the arm.

The Sheriff then followed McAnerney and arrested him. He was tried, convicted, and sentenced four years in State prison. He was at once taken to the State prison at Joliet, Illinois, where he now is. In the prison as Deputy Warden is Mr. Mayhew, formerly keeper in the Charlestown Prison, Massachusetts, from which McAnerney escaped on two occasions. Two weeks before McAnerney's arrest a buggy drove up to the Joliet prison and McAnerney jumped out. He asked a guard permission to visit the prison, and the guard informed Deputy Warden Mayhew. McAnerney, on entering the sate-room, was at once recognized by Mayhew, who quietly said, "What brought you here?" McAnerney replied, "I came to look at your —— beautiful face." McAnerney ran out of the ante-room, followed by Mayhew. On leaping into his wagon, McAnerney drew a revolver and snapped it at Mayhew, but the cap only exploded. He and attempted to shoot McAnerney, who drove rapidly round a corner and escaped. On the day of his conviction, a woman who claimed to be his wife came to the State Prison and asked Mr. Mayhew to treat McAnerney kindly. Mayhew replied that if McAnerney behaved himself he would be treated like any other prisoner, but if he cut up any capers, he would not live many days. On McAnerney arriving at the prison, on the day following, Warden A. W. Edwards informed McAnerney he would be harshly dealt with if he ventured to break the rules. Edwards then put to work in the cigar shop, and has for side-partners Billy Forrester and Tom Scott, all of whom are behaving well. Warden Edwards, whose administration of the prison is perfect, declares that "Jack Sheppard" has now found a prison strong enough to hold him, and that he will be securely kept until his sentence is served out.

A New Method—Drugged and Robbed on the Cars.

From the Hartford Times, Nov. 30.

On Wednesday last a New-York gentleman took the cars for the purpose of visiting some friends in Meriden. He stopped over at Norfolk and took the afternoon train. As he entered the cars a woman rose from her seat and took one directly in front. Her male companion offered the vacant seat to the New-Yorker, who accepted of it. Soon after the man asked the woman for "that bottle of sherry," which she handed him, and he took a drink, returning the bottle to the woman. She, in turn, "organ" ized and offered the gentleman a drink. For not having asked the gentleman by his side to drink, he asked for the bottle again. The New-Yorker at first refused to drink, but on being pressed by the woman he did so, and almost immediately he fell into a profound sleep. When the conductor came round he tried in vain to awake the man, and as New-Haven had him removed to a hotel, where he remained unconscious until 2 o'clock Thursday morning. He awoke to find that he had been drugged and robbed of $25 and a new overcoat. No trace of the man and woman have yet been found.

Children Sleeping in a Barrel.

The visitor at the Industrial School of the Children's Aid Society, No. 311 West Eighteenth-street, will see three little children who on one of these severe nights slept in a barrel in a yard, while the father and mother lodged in an outhouse. They were turned out of their rooms for non-payment of rent. The family have been provided with a room by the agent of the Children's Aid Society, but they are still in great distress. Many children are prevented from attending this school through want of shoes and clothing.

Arrival of the Algeria.

The steamship Algeria, of the Cunard line, arrived off Staten Island, last night, at 9 o'clock, being five days overdue. The delay was occasioned by the prevalence of strong head winds, which retarded her progress materially. She suffered no damage, however, either to passengers, hull, or machinery, and after weathering some tremendous gales arrived at her anchorage, coarsely mainjured.

THE ARIZONA.

The Accident on her Machinery and her Recent Trip—Effects of a Flaw in a Piston-Rod.

Mr. Horace Walter, purser of the steamer Arizona, has furnished the San Francisco *Alta* the following account of the accident to the machinery of that vessel, by which she was detained seventeen days on her trip from Panama:

To the Editors of the Alta:

Your readers will doubtless be anxious to learn the particulars of the accident to the machinery of the Arizona, a memorandum of which will be handed you by the purser of the Montana. I therefore ask you for a space in your columns for the purpose of briefly giving the details.

We left Panama on the evening of the 21st inst., under the most favorable auspices—the machinery working beautifully. The pressure was up to the afternoon of the 24th, when everybody seemed to be in the highest spirits. During the forenoon Divine service was held in the saloon, and participated in by nearly every passenger; luncheon had been taken and enjoyed, all the passengers and most of the crew as were not employed had mustered down in groups of five or six in the shady and cool places, with the determination of making the most of a thoroughly enjoyable afternoon, when, in latitude 18° 40' North, longitude 96° 29' West, at 3½ P. M., everybody was startled by a frightful crash, accompanied by a rush of steam, that in a moment enveloped a large central portion of the ship. The ship trembled to every beam as though she would be wrenched to pieces. I was in my room reading at the moment of the crash; I at once sprang for the door, but the steam drove me back; I saw, however, the chief engineer, Mr. Stewart, plunge into the scalding atmosphere, and in a moment afterward the flow of steam ceased—he having drawn the "hook" out. Had he been less prompt many lives would have been lost, from the fact that the velocity of the revolving wheels would have opened the lower valve for a second and greater rush of steam. In a few moments more the cause of the alarm was discovered to be the parting of the piston-rod from the main steam cross-head secret in the centre of the key-way, at the moment the piston was at its highest point; its descent was, consequently, almost as rapid as the flight of a cannon-ball, the speed of the piston being about 220 feet per minute, which was instantaneously checked by the forces of steam taken into the cylinder above the descending piston. In its descent it passed through the lower end of the cylinder, tearing the iron into fragments, and through the top of the condenser. To give you some idea of the force of the descent, it is only necessary to say that the piston is literally smashed to fragments. Had it not been for the condenser it is very clear that this communication would not have been written—for the piston-rod would have passed through the ship.

It seems providential that no lives were lost, as the same the accident occurred was the hour in which the junior assistant engineer usually visited that portion of the engine for the purpose of oiling—indeed, at the time they were preparing to go the usual rounds. The Chief Engineer was on the point of visiting the bunkers, but was momentarily detained by a desire to fix upon his memory figures he had made before inspecting the coal in the bunker nearest the scene of the accident. Had it not been for that moment's delay we would now mourn his loss. The cause of the parting of the piston-rod is owing to the imperfect working of the metal composing it. Upon an examination of the remaining part, a very serious flaw is apparent in the very heart of the iron, while the circumference or external portion gives evidence of soundness and durability. The nature of the flaw is such that it would be impossible to detect the existence from any external examination, yet it opened the most culpable negligence on the part of the makers. The same defects appear in the metal of which the cylinder is constructed; and had any loss of life occurred, it is clear that the makers of the engine, (or at least the piston and cylinder,) would be justly responsible. The only palliating circumstance in the fact that the work and defective portion of the cylinder was that placed farthest from the fire-room and working platforms—had the break been in the forward part of the cylinder, not a soul in the fire-room or on the platforms would have escaped. I do not profess to be an expert in mechanical engineering, but a glance at the wreck of iron will satisfy the veriest tyro in such matters where the responsibility rests.

The conduct of the officers, crew, and passengers, under such trying circumstances, cannot be too highly praised. Capt. Pleiter was of cool deliberation as it coming to anchor in some placid bay. The full extent of the accident was comprehended and the situation accepted in a moment. The roar of steam and the vibrations of the shock had not yet ceased before his orders were issued and in process of execution by his first officer, Mr. Goulding, and his mates. The chief engineer was at his post almost immediately, at the imminent risk of his life. In fact, every officer, as well as all the crew, were, to an extraordinary degree, self-possessed, while the passengers, with scarcely an exception, seemed to be equally calm. This was doubtless owing to the suddenness of the accident.

Within two hours a boat was provisioned, fitted with extra sails, manned, and dispatched in command of the second officer, to Venturo, and thence to Acapulco, to intercept the steamers expected down. Since the accident perfect order has prevailed, while every body seems desirous to accept the situation with a good grace, and in the midst of our helplessness (our sails being of little or no use—a perfect calm prevailing) we all acknowledged the mercy of an overruling Providence that has spared us our lives and rendered us comparatively safe.

YOURS, &c.,
PURSER.

THE PASSENGERS.

The accident occurred about 300 miles from Acapulco, in the Gulf of Tehuantepec. The first report of the crash startled all on board. The dense vapor filling up the cabins incensed the fears, and in a few moments there was general confusion and excitement; women and children commenced screaming, some praying, while the men hardly knew what to do or how to act. Nearly all thought that their doom was at hand, and that the ship would sink. The promptness of the officers in assuring the passengers that there was no serious danger had the effect of quieting them, and order was soon restored on board. Sails were set, but there being light winds the vessel made but little headway, the passengers becoming at times uneasy and anxious to reach some vessel which should come to their assistance. On the morning that the San Salvador was sighted and came alongside to tow the Arizona to Acapulco, there was a general feeling of relief on the part of all hands, and whatever fears had been entertained were now dispelled. During the week's stay at Acapulco the commerce was all